MARCH, 1967

THE Signalman's JOURNAL

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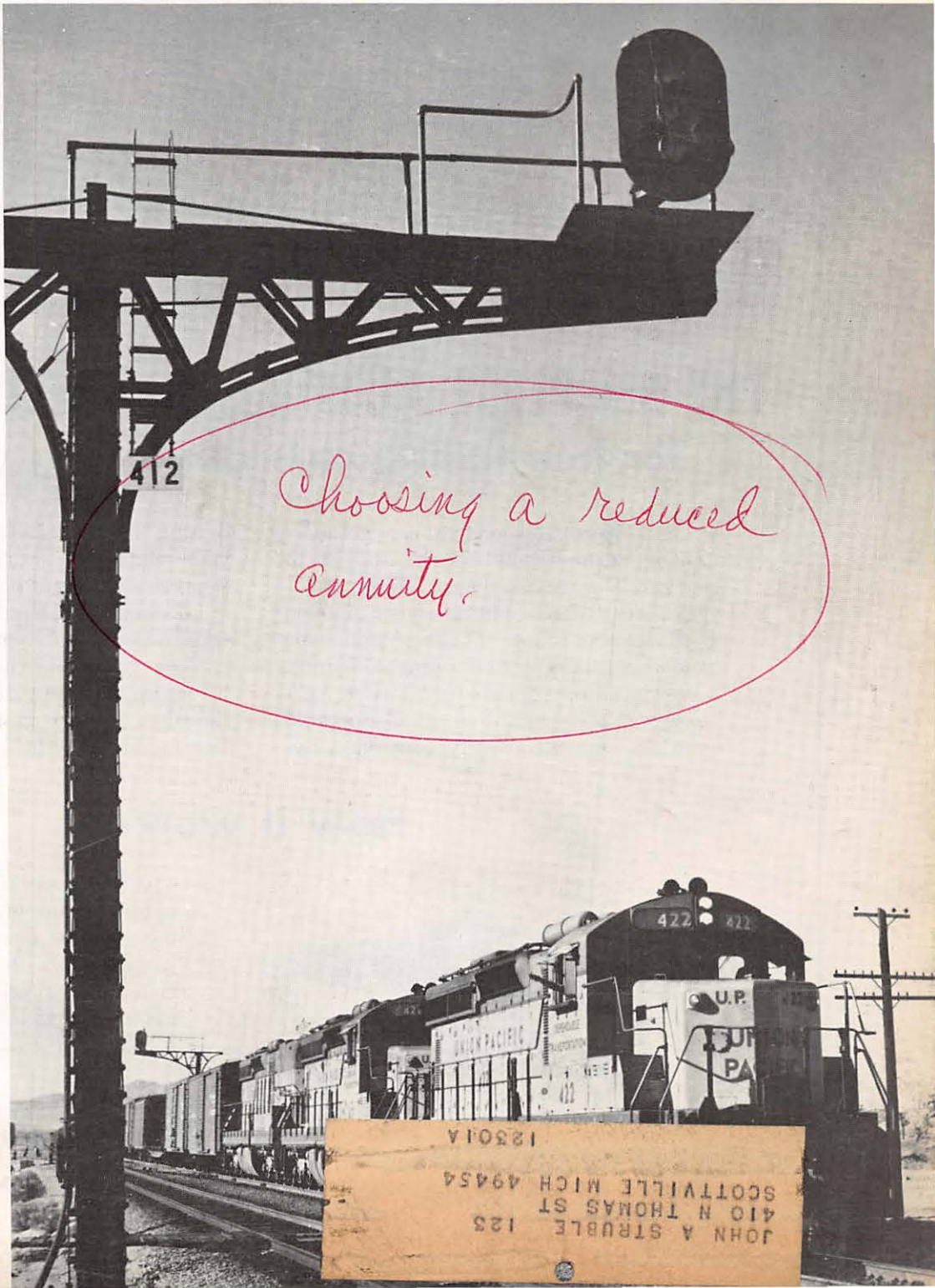
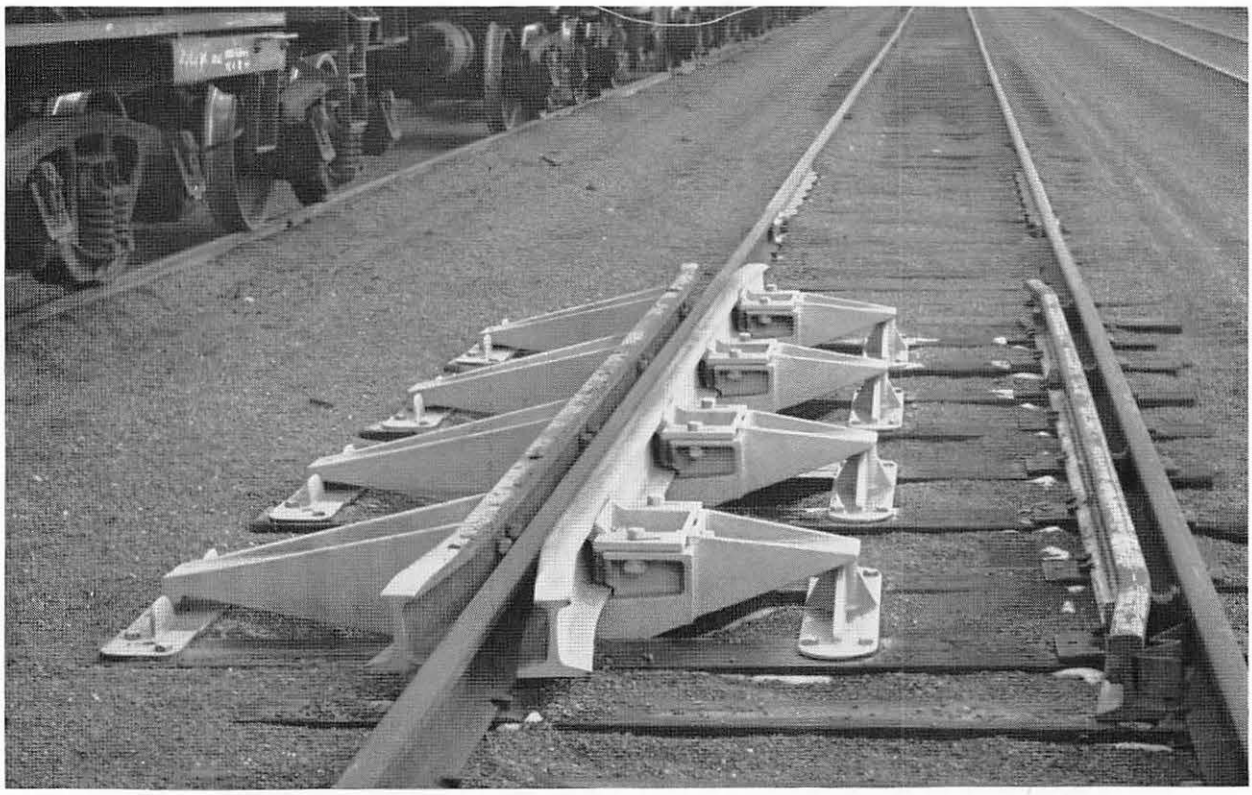


Choosing a reduced annuity.



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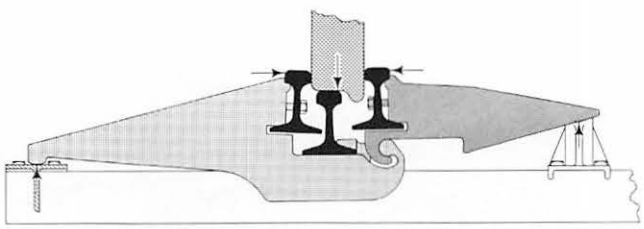

The downward force of the car wheel upon the running rail forces the braking surfaces against the sides of the car wheel—with the force in proportion to the car weight. (Turn the diagram upside down, and you can see the "ice tongs" principle.)

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ON OUR COVER

Our cover this month shows three diesel units dragging a heavy Union Pacific freight train up a long grade in the California desert country near Victorsville. The signal layout shown is typical for this section of the Union Pacific's trackage. Maintaining these desert sections is a challenge to Signalmen as heat and drought are constant companions.

1

POSTMASTER'S NOTE: Please report all undeliverable magazines to The Signalman's Journal, 2247 Lawrence Ave., Chicago, Ill. 60625 on Form 3579.

ADDRESS CHANGE: B. of R.S. members or other subscribers should promptly advise the editorial office, 2247 Lawrence Ave., Chicago, Ill. 60625 if this magazine is coming incorrectly addressed or if they change their address. A Change of Address Form is printed in each issue for that purpose.

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on guard

This is a hex sign, signifying long life, one of many which Pennsylvania Dutch farmers put on their barns to protect them against the elements—storms, drought, crop failure. You'll still see hex signs in Amish country, but these prosperous farmers do not rely on superstition for long life and success. They work too.

Below is a cross-section of a cable. It looks like many other cables, but the big difference is the permanent protection furnished by the insulation. That's where Kerite comes in. No other cable has been proved by time in the way the Kerite has. It works for you. Put a hex on trouble with Kerite. The Kerite Company, 30 Church Street, New York, N. Y. 10007.

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the cable that lasts... and lasts... and lasts...

Upholds Brotherhood's Position In Clinchfield Dispute

THE NATIONAL RAILROAD Adjustment Board, Third Division, has upheld the claim of our Brotherhood in a dispute that arose because the Clinchfield Railroad unilaterally assigned employes of a gang vacations as a unit without agreement with the Organization. In Award No. 15331, the Board held the Claimants must be paid for the time they were required to suspend work to observe the Carrier's unilaterally imposed vacation period.

The Award, which is self-explanatory, will require the Carrier to pay the 13 Claimants a total of 130 days pay. In sustaining the Brotherhood's position, the Board said:

In 1957, 1958 and 1959, by agreement between the parties, employes of Signal Gang No. 10 were assigned vacation time off as a unit under Article 4 (b) of the Vacation Agreement. In previous years they had been assigned vacation time off as individuals under paragraph (a) of Article 4. In a bulletin dated January 4, 1960, Carrier, without advance discussion and agreement with the Organization, announced that members of Gang No. 10, among others, "must take their vacations as a unit," and that they would:

> ". . . . take their vacations as a unit at a time agreeable to all. Each Foreman will, therefore, consult each man and arrive at a choice of vacation period which suits the majority. The majority rule for vacation as a unit is to be based on seniority. . . ."
>
> ". . . After all choices are in, assignments will be made by joint agreement with your duly elected representatives."

The Organization did not agree with Carrier's decision to schedule vacations for Gang No. 10 as a unit, arguing that Carrier was wrong in determining, as Carrier's January 4 bulletin stated, that "requirements of the service are such that all gangs must take their vacation as a unit . . . "; the Organization declined to cooperate in setting up the unit vacation schedule for Gang No. 10. In a bulletin dated January 28, 1960, still without agreement with the Organization, Carrier announced that Gang No. 10 would take their unit vacation from June 20 - July 1. The Organization promptly requested Carrier to cancel the group vacation schedule and to assign the dates requested by the employes under Article 4(a). Carrier refused, and accused the Organization of failing in its duty under Article 4(b) to cooperate in arriving at the proper dates for the unit vacations. With a few exceptions members of Gang No. 10 were required to take their vacation time off on the dates scheduled unilaterally by Carrier. Whereupon, under date of August 18, 1960, the Organization filed the here involved claim.

Rule 65 of the Agreement between the parties in paragraphs (a) and (b) sets forth the amount of employe's vacation entitlement; paragraph (c) reads:

> "(c) Sections (a) and (b) hereof will be applied under provisions of the National Vacation Agreement signed at Chicago, Illinois, December 17, 1941, Supplemental Agreement signed at Chicago, Illinois, February 23, 1945, and official interpretations issued subsequent to those dates."

Article 4 of the Vacation Agreement reads:

> "4. (a) Vacations may be taken from January 1st to December 31st and due regard consistent with requirements of service shall be given to the desires and preferences of the employees in seniority order when fixing the dates for their vacations.
>
> "The local committee of each organization signatory hereto and the representatives of the Carrier will cooperate in assigning vacation dates.
>
> (b) The Management may upon reasonable notice (of thirty (30) days or more, if possible, but in no event less than fifteen (15) days) require all or any number of employees in any plant, operation, or facility, who are entitled to vacations to take vacations at the same time.
>
> "The local committee of each organization affected signatory hereto and the proper representative of the carrier will cooperate in the assignment of remaining forces."

We find from the record that in this case, in violation of the Agreement, Carrier unilaterally determined that to fix dates for the taking of vacations by members of Gang No. 10 on an individual basis under paragraph (a) of Article 4 would not be consistent with the requirements of service. The fact that the Organization had agreed to establish the vacation schedule for this Gang as a unit in the three immediately preceding years did not establish that such agreement by the Organization could be assumed in 1960, nor excuse Carrier's failure to act jointly with the Organization in the vacation scheduling. The Interpretations say:

> ". . . . it would violate one of the obvious purposes of Article 4, when read in its entirety, to hold that the carriers must cooperate with the representatives of the employees when fixing vacation dates for individual employees, but that they can act independently when granting group vacations."

and Referee Morse in the Interpretations adopted the following as the view to prevail in applying Article 4:

> "We say the paragraph should be read as though it were written 'where the demands of the service and the desires and preferences of the employees in seniority order in fixing vacation dates and taking vacations in spite of proper planning impair or prevent the proper functioning of a particular plant, operation or facility, then and to that extent Article 4 (b) should be utilized to supplement and to qualify 4 (a).'
>
> * * * * *
>
> "We say the primary obligation under the vacation agreement is to give vacations under 4 (a), therefore, planning with that purpose in mind is required."

The Interpretations say about the meaning of "consistent with requirements of service" in Article 4 (a):

> "It does not appear from the language of the first paragraph of Article 4 (a) that it was the intention of the parties that the carriers could disregard the desires and preferences of the employees in fixing vacation dates or could deny a vacation altogether just because the granting of a vacation at a particular time might increase operating

costs or create problems of efficient operation and maintenance. Obviously, the putting into effect of the vacation plan is bound to increase the problems of management, but, as the employees point out, the carriers cannot be allowed to defeat the purpose of the vacation plan or deny the benefits of it to the employees by a narrow interpretation of the clause 'consistent with requirements of service.'

"It is the opinion of the referee that it was not intended by the parties that the desires and preferences of the employees in seniority order should be ignored in fixing vacation dates unless the service of the carrier would thereby be interfered with to an unreasonable degree. To put it another way, the carrier should oblige the employee in fixing vacation dates in accordance with his desires or preferences, unless by so doing there would result a serious impairment in the efficiency of operations which could not be avoided by the employment of a relief worker at that particular time or by the making of some other reasonable adjustment."

From the foregoing we conclude that even if, in advance of issuing its January 4th bulletin, Carrier had in good faith attempted and failed to convince the Organization that the members of Gang No. 10 could not be scheduled for vacations according to their individual desires under Article 4 (a) without serious and reasonably unavoidable impairment in the efficiency of operations, Carrier would have proceeded to schedule group vacations unilaterally under paragraph (b) of Article 4 at its peril: it would do so at the risk that, in the event a claim arising from the scheduling reached this Board, we might conclude that Carrier's determination was not soundly based. In this case, however, we find not only that the record does not support Carrier's determination that requirements of service necessitated scheduling vacations for Gang No. 10 as a unit, but that Carrier did not attempt, prior to deciding that Gang No. 10 would have to take its vacations as a group, to obey the injunction of the Agreement to cooperate with the Organization's representatives in assigning the vacation dates. Carrier's requests for cooperation by the Organization *after* its unilateral determination to proceed under Article 4 (b) did not cure its prior violation of the Agreement; nor do we find, as argued by Carrier, that the Organization's refusal to cooperate in setting the dates under paragraph (b), under the circumstances, was a violation by the Organization.

We conclude that the members of Signal Gang No. 10 should have been given their vacation time off on the dates they each desired, and that they should not have been required to suspend work on the dates unilaterally scheduled by the Carrier as the group's vacation time. In its Ex Parte Submission, for the first time, the Carrier argues that one of the Claimants, Shurel Whitson, asked for the time (June 20 - July 1) scheduled for the group as his first choice for individual vacation; we find, however, that from the Organization's first claim letter on August 18, and on the property repeatedly thereafter, Organization asserted that Whitson "requested 10 days vacation June 6 - 17"; the Carrier never on the property challenged this as a fact; its contradictory assertion in the Ex Parte Submission is made too late to be given weight.

The Carrier violated the Agreement.

Claim sustained.

L. I. Committee Moves For Added Benefits

GENERAL CHAIRMAN George McGough has served notice on the Long Island Railroad to improve benefits for the employes we represent on that property. Brother McGough advised the Journal that if the Carrier expects to acquire and keep qualified employes to maintain its signal system, it must pay benefits comparable to those paid by other industries in the New York area.

The notice served on October 10, 1966 is to provide benefits in addition to those gained under any other notice pending at that time. The Section 6 Notice was served in accordance with the provisions of the Railway Labor Act and include the following requests:

- Sick leave ranging from two to eight weeks for employes based on their length of service. The notice provides that unused sick leave in any calendar year will be allowed to accumulate for up to five years.
- Life insurance in the amount of $10,000 to be afforded employes in addition to life insurance now in effect. The policy would provide that the above amount would decrease $1,000 a year for each year an employe was past age 66. However, the benefits under this proposal could not decrease below $5,000. The Carrier would be responsible for the premiums due on an employes life insurance policy after he retired.
- A training program patterned after the program sponsored by the New York City Transit Authority would be established for Signal Department Employes.
- Holidays falling on an employe's rest day would be payable. If an employe performs no work on a rest day holiday, he will receive eight hours' pay at the straight time rate. If an employe is required to work on a rest day that is a holiday, present holiday rules for payment will apply.
- Employes would be paid a night differential of 10 percent for all shifts commencing on or after 2:59 p.m.
- Employes required to operate company owned vehicles or their private automobiles in company service would receive a differential of five percent. Under this proposal, the Carrier would be required to provide compensation for all expenses incurred in obtaining special licenses, fees, etc. The Carrier would also be required to furnish full insurance protection for employes operating these vehicles and assume any responsibility or liability for employes injured while operating them.
- Tools required to perform an employe's duties would be furnished by the Carrier and a money allowance would be made for work clothes, safety shoes and prescription safety glasses.
- The Carrier would be required to cover all established positions under the existing agreement.

(continued on page 39)

news from Canada

Signalmen Ratify Agreement In Canada

MEMBERS REPRESENTED BY our Brotherhood and 6 associated "non-operating" railway unions in Canada recently ratified a contract negotiated in their behalf under mediation proceedings of government appointed mediator H. Carl Goldenberg.

The next step is for the unions and railways to prepare a Master Agreement so that the wage increases and other benefits can become operative. In addition to our Organization, unions involved are the Maintenance of Way Employes, Clerks, Telegraphers, Firemen & Oilers, Commercial Telegraphers, and Sleeping Car Porters.

As reported previously, highlights of the contract are wage increases of 24 percent over a three year period, bereavement leave, increased life insurance, improved vacation qualifications, improved Health & Welfare benefits, Job Security Fund expansion, pay day every two weeks, Technological - Operational - Organization Change Agreements, complete overhaul of wage and job structure, and the right to negotiate any matter of dissatisfaction during the term of the collective agreement.

The Technological Change Agreement is a significant advance in collective bargaining as it gives the right to unions to negotiate to protect the employes on the job and those who may be adversely affected, according to a union statement. For the first time, the railways will be required to give as much advance notice as possible with minimum fixed periods of impending technological and other changes.

The right of individual unions to negotiate any matter of dissatisfaction during the life of the contract is an unprecedented gain in a labor contract and will go a long way toward bettering labor-management relationships, the statement added.

The wage and job structure overhaul is an item long overdue and can do no other than redound to the benefit of the employes even to the extent of increases in pay over and above the 24 percent, the statement continued.

The statement said the vote to ratify the settlement "denotes not only acceptance of the agreement, but the rejection of compulsory arbitration; also it demonstrates that the railroads and the unions are capable of negotiating contracts through true collective bargaining."

The statement stressed that the railway industry "has not covered itself with glory in this latest bargaining round since it took a strike to reach a settlement." A call was issued for a complete overhaul of labor-management relations in the industry, including improved negotiating procedures and a "continual dialog" during the life of contracts to minimize disputes.

In an effort to accomplish this need, the unions plan to submit to the railways in the near future proposals for the establishment of a joint union-management committee which will be empowered to examine and resolve within bounds of the existing agreements areas of dispute which can properly be handled prior to the drafting of a new contract.

The statement noted that the settlement constituted the biggest wage package ever negotiated in the railway industry. The Journal will carry a more detailed report of the settlement in future issues.

* * *

THE CANADIAN LABOUR Congress recently called on the federal government to make a clear declaration on labour-management relations. The CLC, in a 16,000-word memorandum presented to Prime Minister Pearson and members of the Cabinet, outlined the views of the 1,300,000-member labour body on a variety of subjects. The presentation was made by CLC President Claude Jodoin with officers and a representative group of members of the organization.

Top priority in the brief was given to the matter of labour-management relations, based on the statement that the past year had been "marked by a series of industrial disputes."

There was, both on the part of parliament and of the press of Canada, both an ignorance of and a prejudice against unions, the CLC charged. Labour Minister Nicholson had "on various occasions referred to the need for restrictive legislation which would deny the right to strike."

"We believe very strongly that it is no solution for your government to restrict or deny to workers the right to withdraw their labour and to compel them to work against their will," the submission continued. "This is a formula familiar to every authoritarian government the world over but one which is inconceivable here."

Reference was made to the government's appointment of a "task force" to study labour relations legislation; but the CLC complained that no representative of either labour or management was included. Rather than a change in legislation the need was for "a more genuine acceptance of trade unions and the role they play in a free society."

Turning to recent economic experiences, the CLC said: "It is natural and inevitable that trade unions should exploit their advantage of relatively good times in order to obtain higher wages. If they failed to do so, they could hardly justify their continued existence. Yet this very legitimate function is being denied and disputed. There is apparently no proper time when trade unions should seek wage increases.

"Both you as the government and the people of this country must face up to the inevitable fact that

trade unions will continue to press for wage increases and that they will engage in strike action if necessary in order to achieve their objectives."

Saying that it recognized the government's responsibility to the public interests and to international trade, the CLC continued:

"We believe also that you have a role to play in the development of mature labour relations in Canada, and doing this properly may enable you to carry out your other responsibilities more successfully. We think that there is an onus on you to enunciate a clear and consistent policy toward this end. Industrial peace is not an unattainable goal but it cannot be imposed by force."

The CLC renewed its opposition to compulsory arbitration and the use of injunctions in labour disputes. The matter of picketing, which was termed clearly within federal jurisdiction, should be clarified.

"We are increasingly alarmed at the presumption by legislatures both federal and provincial and the judiciary that employers have some prior right that must be respected even at the sacrifice of civil liberties," the CLC said. "If there is to be labour relations legislation it should not end up as a convenient tool for the employer to use against the trade union of his employes but as a mechanism for resolving disputes fairly and objectively."

Objection was voiced at the failure of the government to act on the recommendations of the Freedman Commission with regard to the problems of technological change.

The CLC's memorandum also dealt with the economic situation, the war on poverty, the automobile trade agreement, social legislation, housing, labour legislation, immigration, broadcasting, natural resources, prices, and international affairs.

Tucker Named ICC Chairman

WILLIAM H. TUCKER WAS elected Chairman of the Interstate Commerce Commission for 1967. He moved up from the post of Vice Chairman in line with the ICC's practice of rotating the Chairmanship yearly.

Commissioner Paul J. Tierney was named Vice Chairman.

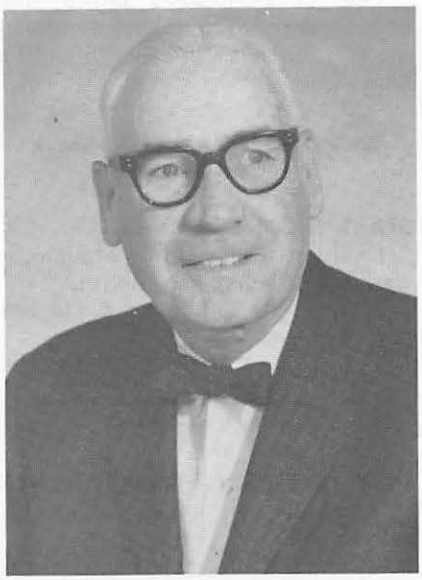
Tucker, 43, hails from Massachusetts and was named to the Commission by the late President John F. Kennedy. He is an attorney and prior to coming with the Commission, specialized in transportation and labor law.

President Johnson has formally accepted the resignation of Howard G. Freas, a member of the ICC. Freas, a member of the Commission since 1953, retired on December 30, 1965, at the expiration of his latest term. His successor has not been named at the time this is written.

The term of A. M. Goff, another ICC Commissioner, expired at the end of last December. President Johnson has yet to reappoint him or name his successor.

W. B. "Bill" O'Connell To Retire April 1

GRAND LODGE REPRESENTative William B. O'Connell



Brother O'Connell.

will retire on April 1 after serving Grand Lodge in his present capacity since June 28, 1962. Brother O'Connell was assigned to the Washington office to replace Brother B. H. Steuerwald who had been appointed as Western District Vice President.

In Washington, Brother O'Connell assisted Vice President Carl Fields in handling national legislative matters of importance to our Organization and railroaders generally. He also handled many field assignments negotiating grievances and rule changes with many carriers in the East.

Probably his biggest assignment was in connection with the strike on the Florida East Coast Railway. Shortly after the strike was called, Brother O'Connell was assigned as captain of the strike team at New Smyrna Beach, one of the most important points of operations on the F.E.C. system.

In this assignment, Brother O'Connell was responsible for the maintenance of picket posts as well as looking out for the welfare of those on strike in the area. He recommended benefits for striking employes when they or their families were suffering unusual hardships. These benefits were in addition to those being regularly paid by the Organizations.

Brother O'Connell was well known to all the striking employes in the New Smyrna area and the respect they have for him is indicative of the fine job he performed for the F.E.C. employes, their families and the Organizations involved.

The veteran signalman and longtime member of our Brotherhood was born June 29, 1901, at Weedsport, New York. He commenced his career in signaling with the New York Central in August 1922. He advanced through the ranks and at the time of his Grand Lodge appointment was working as leading maintainer at Brockport, New York. A member of Local 93, Brother O'Connell has long been active in the affairs of the Brotherhood. He was serving as General Chairman of the New York Central-Lines East General Committee at the time he accepted full-time appointment with Grand Lodge.

Brother O'Connell has attended many of our Organization's International Conventions and General Chairman meetings.

The Grand Lodge position he holds will be abolished upon his retirement. Realizing that Brother O'Connell had reached the retirement age, a committee appointed by the Grand Executive Council to study the financial condition of Grand Lodge recommended that the position held by Brother O'Connell not be filled after his retirement.

The Committee's recommendation was approved by the Council at its October 1966 meeting. This is in line with action of past Conventions that ways be devised to curb Grand Lodge expenses.

Brother O'Connell is married and has one son. We join his many friends in wishing him and his lovely wife Lucy many years of good health in which to enjoy their retirement.

SHANTY BANTER

FAINT — BUT SPIRIT-FUL

"I fainted and they brought me to," said the eager young man, "so I fainted again."

"What happened then?"

"Well, they brought me two more."

The only people you should want to get even with, are those who have helped you.

FREE MEDICAL ADVICE

"Doc," said the wealthy friend at the country club dinner-dance, "what can I do for this cold in my nose."

"Same as I do: sneeze!"

Always remember that a word is like an arrow—once you let it go it does not return. When you want to speak, think first—Is it true? Is it kind? Is it necessary? If not, let it remain unsaid.

EXAMPLE OF A GOOD CITIZEN

"I donate my blood to the Communists every chance I get."

"How come?"

"I've got very tired blood."

Middle age is when the "morning after" lasts all day.

TV — NO WASTELAND

Television is so educational lately. Every youngster has learned how to handle a horse, a six-shooter, and a blonde.

The more things a man is ashamed of, the more respectable he is.

'TAINT FUNNY, MISTER

The man who doesn't laugh at a joke is not an employe of the joker who told it.

Do not confuse an open mind with a hole in the head.

EARNING$ VS. YEARNING$

Each wife's primary concern is whether her husband earns enough money at his five days of working to cover her seven days of spending.

MAKE MINE BLONDE

One of chemistry's outstanding contributions to mankind is allowing a woman to live her life as a blonde.

Every great man was once a nobody, ready for opportunity.

START FROM SCRATCH

Psychiatrist: "Tell me, Madam, is your son a behavior problem?"

Mother: "I don't know. He has never behaved."

Parking is defined by some couples as "curbing the emotions."

SILLY QUESTION—EQUAL ANSWER

"Oh, are you going to have a baby?"

"No . . . I'm carrying this for my husband."

We hope that scientists discover that Mars is not inhabited. This country can't afford to stretch foreign aid any further.

WIFE'S POINT OF VIEW

"I prefer that John play golf rather than go fishing. At least golf balls don't smell up the house."

He who refuses nothing will soon have nothing to refuse.

STUCK

"Always stick up for your rights."

"Can't."

"Why not?"

"I'm too little and they always fall down."

Time is money, but don't spend a dollar's worth of time trying to save a penny.

NO "IDOL" CONVERSATION

"So what shall we talk about?"

"Mary Jeanne."

"Oh, not her. Nobody can say anything bad about Mary Jeanne."

"You're right. Let's talk about somebody else."

GET THAT TENDER

Women prefer men who are considerate and tender, especially tender. The more legal the tender, the better.

Education may broaden a narrow mind, but there is no cure for conceit.

IT PAYS TO ADVERTISE

She stopped at the corner, looking both ways, and started to cross the street.

"Hold it!" shouted a policeman. "Don't you see that sign?"

"Which one, officer?"

"The one in front of you on the signal. It says—DON'T WALK."

"Oh, I saw it," she smiled. "I thought it was an ad for the bus company."

He is a true friend who knows all about you and still likes you.

CAN'T STOP THE ARGUMENT

Man argues that a woman may not be trusted too far; woman argues that a man cannot be trusted too near.

Many have quarreled about religion that never practiced it.

WHAT'S IN A NAME?

"Hello, Sweetie," greeted Mother as the big, little girl returned home from her first day at school. "What did you learn today?"

"I learned my real name."

"What do you mean?" smiled Mother.

"Well, the teacher said my name is Susan. Everybody at home calls me Sweetie."

A clever mind sees another person's problem, but it takes an understanding heart to help solve it.

OTHER FRINGE BENEFITS TOO

Boss: "Okay, everybody — hear this! Let's take a ten-minute work break."

The reward of a thing rightly done is to have done it.

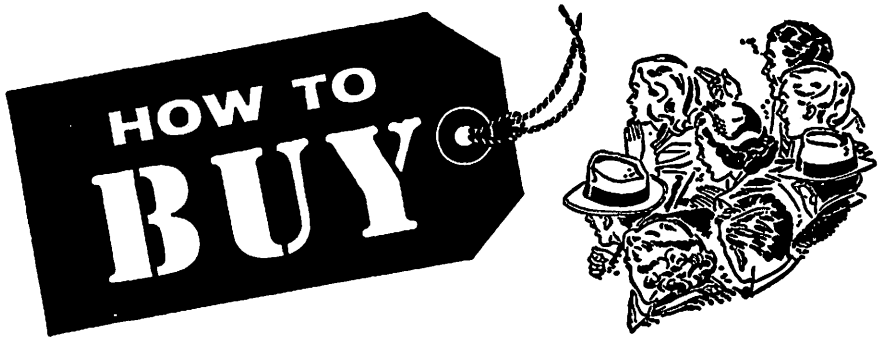
MARITAL DO'S AND DON'TS

A great number of couples who say "I do" at church, don't—at home.

Fools need advice most, but wise men only are better for it.

CHEAP VACATION

Stay at home this summer and let your mind wander.



By SIDNEY MARGOLIUS, for The Signalman's Journal

EXAGGERATED ATTACKS by trade associations and business lobbyists on government consumer-protection programs have resulted in serious damage to these efforts.

In California, newly-elected Governor Ronald Reagan, former movie actor, almost as soon as he took office discharged Helen Nelson, California's long time state consumer counsel. Mrs. Nelson had been responsible for valuable advances in consumer protection in that state, including laws putting ceilings on finance charges and limiting finance companies and dealers to either repossessing or suing for the balance of a debt, but not both. Just before Mrs. Nelson was fired she had begun a drive to remedy California's present severe garnishee laws.

Nationally consumers have become worried by persistent reports that President Johnson plans to downgrade his own consumer program headed by Esther Peterson. The reports have said that Mrs. Peterson, who also is an Assistant Secretary of Labor, is expected to resign her post as Consumer Assistant to the President. The reports also said that the program will be separated from the White House and put into the Department of Health, Education and Welfare.

Both Mrs. Peterson and Mrs. Nelson have worked hard to get national legislation requiring clearer labeling of package contents, and the "truth in lending" bill. This would require lenders and installment dealers to tell buyers the actual true annual interest rates they must pay on installment purchases and loans.

A reduction in the status of the federal consumer program will have a damaging effect just as this work was achieving results in getting cooperation of the more objective businessmen towards solving some of the consumer problems that waste family money and national resources.

One report, in *Home Furnishings Daily*, said that Washington observers believe Mrs. Peterson "has become increasingly distressed with LBJ's disinterest in consumer affairs —and his insistence on 'concensus' and 'getting along with business' has tended to inhibit the consumer program."

At least some businessmen certainly have not been easy to get along with. Some have attacked Mrs. Peterson personally and have exaggerated her efforts to help consumers. Latest of these attacks came from Herbert Mayes, former editor of McCall's magazine, now a director and consultant to the McCall Corp. Revealingly, after attacking Mrs. Peterson, Mayes said at the end of his speech before an advertising trade group that he himself had never talked to Mrs. Peterson about her program.

In another attack, *Grey Matter*, a widely-read advertising newsletter published by the Grey advertising agency became almost hysterical. This publication does ads for Procter & Gamble and other big companies. It called Mrs. Peterson's proposals to provide consumer education in the schools a "peril to our society in teaching children that profit is a dirty word, and that competition is bad." We must protest against tainted knowledge. We must prevent the take-over of the schooling of our youth in economics by those who have no faith in our economic system.

In an earlier assault, *Printer's Ink*, advertising trade magazine, called Mrs. Peterson "the most pernicious threat to advertising today", and said she is "deliberately pitting consumers against advertisers", and suggests to consumers that "they are being manipulated and mistreated." The Advertising Federation of America charged that Mrs. Peterson "has created unwarranted suspicion of American business."

Neither Mrs. Peterson nor any other proponent of consumer education had ever suggested telling children that profit is a dirty word. Nor can teaching youngsters how to budget and comparison-shop be viewed as "brainwashing" let alone a capture of their schooling.

In fact, Sol Polk, a leading Chicago retailer, recently recommended that the schools should teach young people how to handle money.

Ironically the reported downgrading of the federal consumer program would come just as some of the more level-headed business leaders are advising their fellow businessmen to work with Mrs. Peterson to help solve some of the present consumer problems. William Batten, Chairman of J. C. Penney & Co., in a major speech warned business against "blind opposition" to consumer proposals without examining them "to see if some real benefits" might result.

Similarly, Earl Lifshey, long-time merchandising expert and *Home Furnishings Daily* columnist, urged business support of Mrs. Peterson's "voluntary approach" to resolving consumer problems.

Another breakthrough achieved by Mrs. Peterson has been the work of the Industry Advisory Committee on Textile Information, which she set up to develop methods for permanent labeling of textile items. Similarly, the National Appliance & Radio-TV Dealers Association is holding discussions with Mrs. Peterson in an effort to clear up some of the present confusion and complaints over warranties, guarantees and service.

Mrs. Peterson even has been blamed for the recent housewives' protests, picketlines and boycotts over food prices. Actually these were completely spontaneous. For example, in one New York community a woman who had resented the high prices she had just paid started picketing a supermarket and

Air Trains

In Chicago, an official of the Air Line Pilots Association, AFL-CIO, said his union might take over all the jurisdictions claimed by the Railroad Brotherhoods. With tongue slightly in cheek the ALPA leader noted that recently a French train running on an air cushion had hit 170 miles an hour and the British, too, are experimenting with an air-borne train. "Here's where we take over," said the ALPA official. "When the vehicle moves through the air and not on wheels it's an aircraft; and the locomotive engineer is actually an airline pilot."

was soon joined by seven other women.

Interestingly, the informal women's groups appealed to Mrs. Peterson for her advice, and she tried to give constructive suggestions about buying selectively, including choosing the more abundant seasonal foods.

The prestige of the President's office is what has given the consumer program its status and effectiveness. Take that away and you have a temporary victory for some of the more hysterical and short-sighted businessmen. But the change would be a loss for families trying to get along on moderate incomes, and even for the more scrupulous businessmen who themselves would like to see reforms in some of the current sales in some cases, of poorly-made merchandise, and of fooling buyers about credit costs.

About 193,000 Americans will be saved from cancer in 1967. The American Cancer Society says the number would be much larger if all people acted on cancer's warning signals and also had annual health checkups.

YOUR WASHINGTON Reporter

By Roy E. Porter

MONEY WAS THE BIG PROBlem confronting the new Congress as it swung into its third week of deliberations—money to finance expanding domestic needs and mounting demands of the Vietnam war.

The money issue was put before the lawmakers by President Johnson in his Budget message and in other major reports. As expected, leaders of the opposition began sharpening their knives in the hope of performing major surgery on the spending requests.

Also, attempted surgery was in sight for one of the major domestic proposals not directly related to the budget—namely, increases in benefits under the Social Security and Railroad Retirement Systems financed by payroll deductions rather than a general tax.

President Johnson, in a special "Message on Older Americans", urged Congress to vote an across-the-board 15 percent increase in Social Security benefits and boosts in the minimum benefit (now as low as $44 a month) of up to 59 percent. Combined, the proposals would make for an average rise of 20 percent.

LBJ did not specifically mention Railroad Retirement in this part of his message, but leaders of the nation's railway unions have emphasized that they'll be on the job to see that Railroad Retirement beneficiaries receive equal treatment with those under Social Security. Legislation toward that end will be pressed.

There was virtually no opposition to Congress to increases in Social Security and Railroad Retirement benefits—but there was sharp controversy over how much of an increase should be voted.

GOP leaders declared the hike should be limited to 8 percent. They said a raise of that amount would not require an increase in the Social Security payroll tax. However, most experts predicted Congress will vote a boost closer to LBJ's 15 percent than to the Republicans' 8 percent.

Seeks Tax Cut For Elderly

President Johnson, in his "Older Americans" message, proposed many other legislative improvements to aid the elderly, among them these:

- Extension of Medicare coverage to the 1,500,000 persons under 65, now receiving disability benefits under Social Security and Railroad Retirement.
- Tax relief for the elderly, including elimination of income taxes for about 500,000 and a reduction in taxes for about three million others. However, for the more affluent aged, taxes would be raised.
- Increased benefits for those over 72 who have made no Social Security contributions.
- A higher ceiling on the amount that a pensioner can earn without losing benefits.
- Higher benefits for widows and retired farm workers; also improved hospital and nursing facilities, and numerous other measures to help the aged.

As for financing the higher Social Security benefits, LBJ proposed a step-up in the rate at which the Social Security taxes are scheduled to rise and a three-step up boost in the amount of salary taxed—from the present $6,600-a-year maximum to a top of $10,800 by 1974.

Record Appropriation Sought

In his Budget message, President Johnson proposed a new high in appropriations of $135 billion for the fiscal year starting July 1. This would be $9 billion more than in the previous fiscal year—a boost accounted for predominantly by the escalation of Vietnam war costs.

Under Johnson's $135 billion program, $75.5 billion would go directly for national defense, and another $30 billion for interest on the national debt, aid to veterans, international operations and space programs, all tied to war and defense. These and other billions on related programs would bring to well over 80 percent the proportion going to defense, and to the cost of past, present and future wars. On domestic programs, the budget either holds the line or calls for slight increases.

This is LBJ's so-called "administrative budget." It anticipates total income for the fiscal year, including a proposed 6 percent war tax, of $126.9 billion, thus leaving a deficit of $8.1 billion, an amount considered moderate for a wartime period.

Whether those will be the final figures to emerge from Congress after it completes action on the budget remains to be seen. Republicans and conservative Democrats served notice they will fight for drastic reductions in the domestic

portion of the program. Since this constitutes little over 15 percent of the budget, there would seem to be limited room for significant cuts, unless such programs as the war on poverty, aid to education and other welfare measures are virtually wiped out.

President Johnson and his Council of Economic Advisers also came up with another type of budget, known as the "national income" budget, which embraces the "administrative" budget, but in addition covers income and outgo of trust funds like Social Security, Railroad Retirement, highway building, housing and numerous other operations that are self-financed through special taxes.

Under this budget, the total intake would be $167.1 billion for the fiscal year starting July 1 and the outgo $169.2 billion, leaving a deficit of only $2.1. Experts said this budget more truly reflected the impact of federal appropriations on the national economy.

Labor Foes Will Seek Anti-Labor Legislation

What's the outlook for anti-labor legislation in this Congress? The answer seems cloudy and will undoubtedly depend on whether major national strikes occur—the kind that newspapers and foes of labor can seize upon to whip up hysteria.

In any event, the congressional hopper is beginning to fill up again with bills to restrict the right to strike.

Foremost among these is one by Sen. John McClellan (D., Ark.), which would make a federal crime of any significant transportation strike. Similar to a bill he introduced at the last session, the McClellan measure would permit a transport strike only by a single local union acting alone—and then only if such strike had "no substantial effect" on commerce.

Thus, any effective strike on the railroads or in other forms of transport would be outlawed. Those who strike in violation of the ban, and anyone aiding them, would be subject to fines of up to $50,000 and imprisonment of up to a year, or both. Also, striking unions could be sued for all their assets.

In addition, bills have been introduced to impose compulsory arbitration, to establish labor courts, and to prohibit industry-wide bargaining. Numerous other anti-labor measures are in the hopper, waiting to be pressed if the appropriate time comes.

Live a Little Longer

The Doctor Speaks

By Dr. William A. Sawyer
IAMAW Medical Consultant

HERE ARE SOME SIGNIFICANT items gleaned from reading current medical journals. They bear on the lives of all of us.

• The average American life span was 70.2 years in 1965—the same as the previous year. Sixteen years ago it was 68.2 years. In 1940 it was about 63 years. Government statisticians believe there won't be much more increase in the length of life until there are some new discoveries to improve infant death rate, heart disease and the toll of cancer and stroke. The last Congress passed legislation for better diagnosis and treatment of heart disease, cancer and stroke. Remind your Congressman to push this legislation into action.

• The World Health Organization reports there is an average of only one physician for every 3000 persons in the world at the present time. This is insufficient for adequate medical care. Israel has the best physician coverage (1 to 400), followed by the Soviet Union, (1 to 455); New Zealand, (1 to 680), and the U.S.A. (1 to 720). We know we do not have enough doctors in some places, if the best of medical care is to be provided.

The U.S.A. average is better in some areas, but not so good in others. In the country districts it is often less than 1 to 720. Good doctors are overly busy. More general practitioners are needed. An editorial in the *Journal of the American Medical Association* says:

"Despite the high ratio of physicians to the general population and the high quality of medical education and patient care in the U.S. as compared with the world around us, apparently medicine and the public in general are not content that we have achieved all that is desirable and possible."

We need more doctors for the increasing population. And since a common complaint is that doctors do not have enough time to answer questions and discuss problems, we need more doctors for that.

• Sixteen new medical schools are being developed and are expected to be graduating more than a 1000 new doctors annually by 1975. By that time it is expected there will be a total of 10,000 doctors graduating each year. There was a total of 7574 graduated last year or 163 more than the preceding year. Graduating from the four-year course of a medical school is not a complete medical education. Before a doctor can be licensed by a state he must serve a hospital internship of at least one year. Some graduates take two years. If they want to specialize they must have a hospital residency in the specialty, of at least three years, in addition to the internship. It takes too long to make a good doctor.

• In this Congress, a new catch title—"preventicare"—is expected to receive a good deal of attention. It was proposed in the 89th Congress that a quick screening series be offered everyone over 50 years of age. With the remarkable electronic devices being developed it will be possible to give a comprehensive physical check-over in a very short time and at relatively little cost. Also in this Congress, providing certain drugs for those under Medicare will be debated. The increasing cost of drugs is a burden to many older persons.

Long Island

(continued from page 33)

• Employes required to work overtime will be allowed a guarantee of at least eight hours at the overtime rate.

Brother McGough has expressed the opinion that it would be to the advantage of the Carrier as well as the employes to grant these long overdue considerations inasmuch as many comparable trades in the New York area are now receiving them. The Long Island, locally known as the "Route of the Dashing Commuter" has a complex signal system that requires a skilled signal force to maintain. These employes are entitled to the benefits outlined in the Section 6 Notice and our Brotherhood will take the necessary action to obtain them.

Brother McGough is Chairman of the Association of General Chairmen on the Long Island.

Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

Vice President G. Orndorff, Room 1812, 220 South State Street, Chicago, Ill. 60604, has been designated to receive and compile this information.

Atlanta, Ga. 30303. Thomas J. Lewis, Jr., 905 Healy Bldg.
Tel. JAckson 2-4229

Baltimore, Md. 21202. Bernard M. Savage, 10 Light St., 30th Floor, Maryland National Bank Bldg.
Tel. MUlberry 5-2713

Bergenfield, N. J. 07621. Charles J. Tyne, 104 N. Washington Ave.
Tel. DUmont 4-9433

Birmingham, Ala. 35203. Rives, Peterson, Pettus & Conway, 17th Floor, Twenty-one Twenty-one Bldg.

Boston, Mass. 02108. Francis H. Farrell, Suite 701, Old South Bldg., 294 Washington Street
Tel. LIberty 2-3270

Chicago, Ill. 60602. Henslee-Monek - Henslee, 120 Madison Bldg.
Tel. STate 2-5925

Cleveland, Ohio 44114. Howard M. Metzenbaum, 700 Union Commerce Bldg.
Tel. PR 1-4515

Denver, Colo. 80202. Alex Stephen Keller, 316 Symes Bldg.
Tel. ALpine 5-3603

East St. Louis, Ill. 62201. Dan McGlynn, 120 N. Main St.

Fort Worth, Tex. Contact George L. Schmidt, at Houston, Texas 77004.

Houston, Tex. 77004. George L. Schmdt, 4714 Fannin
Tel. JA 6-1564

Kansas City, Mo. 64105. Frank X. Mattes, Suite 1420, Commerce Tower, 9th and Main Street
Tel. HA 1-5411 and HA 1-2973

Little Rock, Ark. 72201. Norman R. Jones, 607 Pyramid Bldg.
Tel. AC 501, Franklin 5-7497

Los Angeles, Calif. 90012. Clifton Hildebrand, 205 S. Broadway, Suite 400
Tel. MAdison 9-2214

Minneapolis, Minn. 55402. Eugene Rerat, 1100 First National Bank Bldg.
Tel. FEderal 9-9231

New York, N.Y. 10017. John V. Higgins, 535 Fifth Ave.
Tel. YUkon 6-1377

Oakland, Calif. 94612. Clifton Hildebrand, 1212 Broadway
Tel. GLencourt 1-6732

Pittsburgh, Pa., 15230. Robert B. Ivory, 711 Frick Bldg.
Tel. 471-3740

Salt Lake City, Utah 84101. Wayne L. Black, 530 Judge Bldg.
Tel. EMpire 4-3566

San Antonio, Tex. 78205. George L. Schmidt, 1515 NBC Bldg.

Seattle, Washington 98104. Arthur E. Piehler, 1519 Norton Bldg.
Tel. MAin 4-4700

Sherman Oaks, Calif. 94103 John M. Ennis, Suite 27, Lydee Bldg., 15445 Ventura

St. Louis, Mo. Norman R. Jones, 1010 Arcade Bldg.
812 Olive Street
Tel. CEntral 1-6060

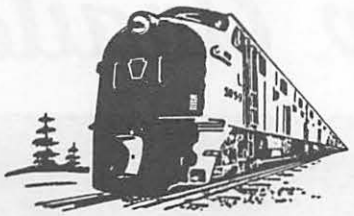
Syracuse, N.Y. 13202. J. Murray Dunn, 707 State Tower Bldg.
Tel. HA 2-0303

Vicksburg, Miss. 39180. James B. Ramsey, First National Bank Bldg.
Tel. VIcksburg 636-5561

Wichita, Kans. 67202. Payne H. Ratner, 444 N. Market, P.O. Box 306
Tel. AMherst 2-6423

Wichita, Kans. 67202. John C. Frank, 615 Union National Bldg. Bldg.
Tel. AMherst 4-0346

Railroad NEWS IN BRIEF



The Cascade Tunnel, of the Great Northern Railway, through the Cascade Mountains in Washington State, is 41,152 feet (7.79 miles) in length, and is the longest railroad tunnel in the Western Hemisphere.

THE ATLANTIC COAST LINE'S operating revenues during 1966 were the highest in the company's history, according to a carrier spokesman. They were, $215,714,000, or 7.3 percent above those for 1965. Net income for the year amounted to $22,048,000, up 19.47 percent from 1965. The Carrier said the increased revenues reflect the growing economy of the Southeast and its emphasis on industrial development.

U. S. RAILROADS and Private Car Lines took delivery of 9,503 new and rebuilt freight cars in December 1966, bringing a total addition of these cars for the year to 105,846. The national freight car fleet which totals 1,821,423 units has grown by 26,853 cars in the year 1966 as deliveries exceeded retirements by this number. However, the carriers are still faced with a critical shortage of freight cars and if this shortage is not alleviated, will result in traffic being diverted to other forms of transportation.

RAILROAD FREIGHT VOLUMES broke all records in 1966, the Association of American Railroads said. The AAR estimated a total of 744 billion ton miles of freight moved over the Nation's railroads during the year. This was an increase of 6.6 percent above the 1965 total. The previous record was 737 billion ton miles set in 1944.

THE INTERSTATE COMMERCE COMMISSION has permitted the Louisville & Nashville to discontinue passenger train Nos. 1 and 4 between Cincinnati and Montgomery. It also allowed the Northern Pacific to discontinue Nos. 65 and 66 between Minneapolis and Duluth, Minn. In another action the ICC decided not to probe the Southern Railway's bid to drop train Nos. 8-7 between Birmingham, Ala. and Brunswick, Ga. As a result, this service was dropped on January 9. Several other carriers are attempting to discontinue passenger trains and with the ICC's attitude in such attempts, they will probably go along with the carriers' desire in many instances.

THE CHESAPEAKE & OHIO has added two all-piggyback trains to handle the increased volume of traffic moved in highway trailers on flatcars. The new trains will serve market areas in Chicago, Cincinnati, Detroit, and through connections, major metropolitan areas in the Southeast, New England, Canada and western points. The Carrier said piggyback continues to be the fastest-growing phase of rail service because of its all-weather dependability and flexible door-to-door pick-up and delivery.

THE NORFOLK & WESTERN dumped 80 percent more coal at its Sandusky, Ohio docks during the 1966 Great Lakes season than the year before. About 3.7 million tons of coal were loaded into lake vessels for shipment to consumers in the U. S. and Canada in 1966. This was an increase of some 1.7 million tons over the 1965 shipping season.

ICC COMMISSIONER CHARLES A. WEBB has recommended that the Erie-Lackawanna and the Delaware & Hudson Railroads be included in the Norfolk & Western system to insure their survival. He also suggested that the Boston & Maine Railroad could be included in the enlarged system, but only on negotiated terms agreeable to both N&W and B&M. The N&W has indicated it will file exceptions to the recommendations which will be heard by the full 11-man Commission, of which Webb is a member. William White, chairman of both the E-L and D&H, indicates those carriers are pleased that Mr. Webb recommends inclusion of the two carriers he heads in the N&W system.

THE MISSOURI PACIFIC plans to spend more than $1,500,000 for new tractors, trailers and trucks. The equipment will be used in connection with the MoPac's piggyback operation and will be purchased through truck lines that are wholly-owned subsidiaries of the Carrier.

THE MISSOURI PACIFIC reported a consolidated profit of $26,746,644 for 1965. This was an increase of $446,065 over the record earnings reported last year.

THE CANADIAN NATIONAL recently announced that freight revenue during 1966 increased by almost 7 percent over 1965. Passenger revenues jumped a remarkable 18 percent. Perhaps many of the railroads in the U. S. who are trying to abandon passenger traffic could profit from the CN's experience with passenger travel.

THE MISSOURI PACIFIC will move promptly to acquire control of the Chicago & Eastern Illinois Railroad, according to a carrier spokesman. The Interstate Commerce Commission ruled that the M. P. could acquire control of the C&EI and a recent Supreme Court decision clears the way for the acquisition. The acquisition will, if consummated, give the MoPac a direct line rail connection with Chicago, the Nation's major rail center.

THE AFFILIATED C. & O.-B. & O. RAILROADS reported that consolidated earnings for 1966 amounted to $66.1 million, up $1.4 million from 1965. C. & O.-B. & O. expect increased revenues for 1967 if the Nation's high level of business continues. Total operating revenues in 1966 were $813 million, compared with $796 million in the previous year.

THE ILLINOIS CENTRAL's corporate symbol familiar to all railroaders will be replaced, according to a carriers spokesman. For more than a hundred years a diamond has been incorporated into the company's trademark. The new symbol will be a rail design. It was created by splitting a steel rail down the middle. By the addition of a dot, the left side of the rail becomes a lower case "i", while the right side becomes a "c", thereby making an IC combination.

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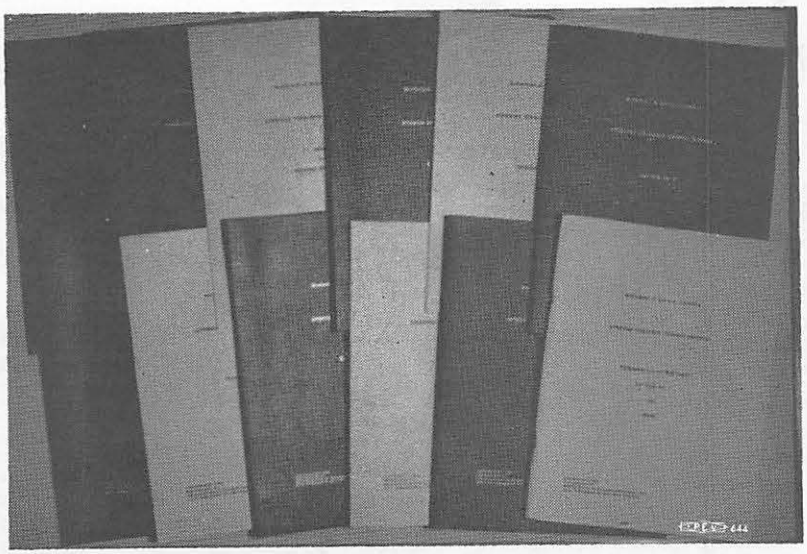

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Text No. 3 emphasizes and explains the purpose and function of different types of relays, automatic signaling, time code control, and deals with the first principles of electronics.

Text No. 4 explains in detail the use and function of traffic control systems of signaling, and an elementary study of power switch machines.

Text No. 5 furnishes information regarding crossing protection, steady track battery on coded track circuits, polar stick relays, both front and back contact cut sections, and ICC tests of signal equipment.

Text No. 6 deals exclusively with a simple automatic interlocking and modifications necessary to operate it by remote control.

Text No. 7 is a comprehensive digest of information related to the TCS control machine; the generation and transmission of codes; chain repeat action of coding units; and indication code preference.

Text No. 8 covers electric locked switches; and maintenance procedures for detector devices, coded track circuits, carrier equipment, and diesel generators.

Mr. C. J. Chamberlain, Secretary-Treasurer
Brotherhood of Railroad Signalmen
2247 Lawrence Avenue
Chicago, Illinois 60625

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This Is Your Copy

Full Text Of The January 13, 1966 Agreement

AS REPORTED IN THE LAST issue of the Journal, our Brotherhood and the three Cooperating Non-operating Railroad Unions party to the Section 6 Notices served on the Carriers on or about May 10, 1966, signed an Agreement with the Nation's Carriers on January 13, 1967, which disposed of the issues in the Notices and the Carriers' counterproposals. The other Organizations signing the pact were the Telegraphers, Maintenance of Way Employes, and the Dining Car Employes.

The Agreement is reproduced herein and is placed in such a manner that you may easily remove it from the Journal for future reference. The full text of the agreement follows:

ARTICLE I
WAGE INCREASE

Section 1. Effective January 1, 1967, all hourly, daily, weekly, monthly, and piece-work rates of pay in effect on December 31, 1966, for employes covered by this agreement will be increased in the amount of five percent applied so as to give effect to this increase in pay irrespective of the method of payment. The increase provided for in this Section 1 shall be applied as follows:

(a) Hourly Rates—
Add five percent to the existing hourly rates of pay.

(b) Daily Rates—
Add five percent to the existing daily rates of pay.

(c) Weekly Rates—
Add five percent to the existing weekly rates of pay.

(d) Monthly Rates—
Add five percent to the existing monthly rates of pay.

(e) Piece Work—
Adjustment of piece-work rates of pay shall be based on the amount of increase applicable to the basic hourly rate for the class of work performed. Where piece-work rates of pay are in effect on carriers having special rules as to the application of any increase, or decrease, in such rates, such rules shall apply.

(f) Deductions—
Insofar as concerns deductions, which may be made from the rates resulting from the increase herein granted, under Section 3(m) of the Fair Labor Standards Act of 1938, they may continue to be made to the extent that such deductions were being legally made as of August 31, 1941.

(g) Application of Wage Increase—
The increase in wages provided for in this Section 1 shall be applied in accordance with the wage or working conditions agreement in effect between each carrier and each

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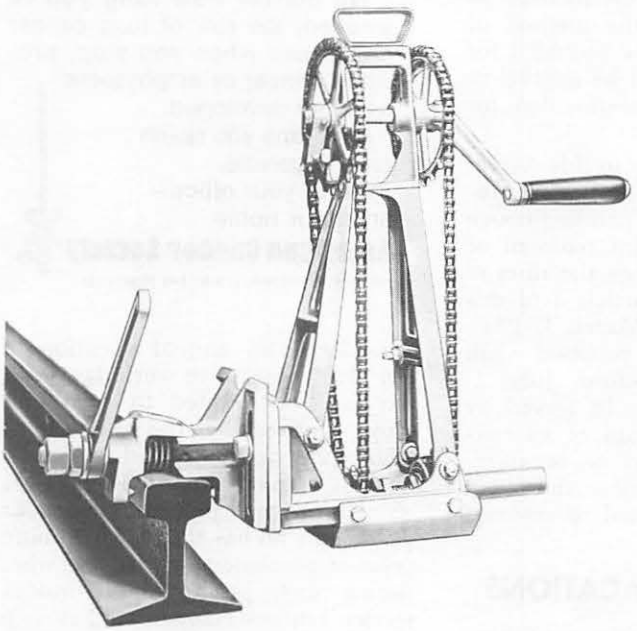

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Within minutes it can be set up to drill either head or web of the rail . . . with a single movement of the clamp lever, the drill firmly grips the rail head . . . vertical adjustment is easily made . . . the hole is accurately drilled since positive feed is provided by the mechanism . . . and the drill is released from the rail by a simple twist of the clamp lever. All precision adjustments are simply and easily made. Works equally well on all sizes of new or badly worn rails.

WESTERN'S B-W Bonding Drill rates so high because it does the job quickly, easily and efficiently.

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Canada: Consolidated Equipment Co., Ltd., Dominion Square Building, Montreal 2, Quebec

labor organization of employes. Special allowances not included in fixed daily, weekly or monthly rates of pay for all services rendered will not be increased.

(h) Coverage—

All employes who are on the payroll of the carrier on January 1, 1967, or who are hired subsequent thereto, regardless of whether they are in the employ of the carrier, shall receive the amounts to which they are entitled under this Agreement. Overtime hours will be computed in accordance with the individual schedules for all overtime hours paid for.

Section 2. Effective January 1, 1968, all hourly, daily, weekly, monthly and piece-work rates of pay in effect on December 31, 1967, for employes covered by this Agreement will be increased in the amount of 2½ percent, applied so as to give effect to this increase in pay irrespective of the method of payment. The increase provided for in this Section 2 shall be applied in the same manner as provided for in Section 1.

Section 3. No party to this Agreement shall serve any notice or proposal or progress any pending notice or proposal on a joint national or regional basis to change the rates of pay resulting from Article I of this Agreement prior to March 1, 1968. No such notice or proposal shall become effective before July 1, 1968, nor will notices be served by individual organizations or carriers on individual carriers or organizations designed to achieve the effect of such a joint national or regional movement.

ARTICLE II—VACATIONS

Section 1. Insofar as applicable to the employes covered by this Agreement who are also parties to the Vacation Agreement of December 17, 1941, Article 1 of that Agreement, as amended by the Agreement of August 21, 1954, the agreement of August 19, 1960 and the Agreement of November 20, 1964, is hereby further amended effective January 1, 1967 to read as follows:

(a) Effective with the calendar year 1967, an annual vacation of five (5) consecutive work days with pay will be granted to each employe covered by this Agreement who renders compensated service on not less than one hundred twenty (120) days during the preceding calendar year.

(b) Effective with the calendar year 1967, an annual vacation of ten (10) consecutive work days with pay will be granted to each employe covered by this Agreement who renders compensated service on not less than one hundred ten (110) days during the preceding calendar year and who has three (3) or more years of continuous service and who, during such period of continuous service renders compensated service on not less than one hundred ten (110) days (133 days in the years 1950-1959 inclusive, 151 days in 1949 and 160 days in each of such years prior to 1949) in each of three (3) of such years, not necessarily consecutive.

PHOTO: MONTE CASSAZA

Mark Waters was a chain smoker.

Wonder who'll get his office?

Mark kept hearing the same thing everyone does about lung cancer but kept on smoking cigarettes. Probably thought: "been smoking all my life... won't help to stop."

No matter how long you've smoked, the risk of lung cancer decreases when you stop, provided cancer or emphysema have not developed.

Next time you reach for a cigarette, think of your office— and your home.

American Cancer Society®

THIS SPACE CONTRIBUTED BY THE PUBLISHER

(c) Effective with the calendar year 1967, an annual vacation of fifteen (15) consecutive work days with pay will be granted to each employe covered by this Agreement who renders compensated service on not less than one hundred (100) days during the preceding calendar year and who has ten (10) or more years of continuous service and who, during such period of continuous service renders compensated service on not less than one hundred (100) days (133 days in the years 1950-1959 inclusive, 151 days in 1949 and 160 days in each of such years prior to 1949) in each of ten (10) of such years, not necessarily consecutive.

(d) Effective with the calendar year 1967, an annual vacation of twenty (20) consecutive work days with pay will be granted to each employe covered by this Agreement who renders compensated service on not less than one hundred (100) days during the preceding calendar year and who has twenty (20) or more years of continuous service and who, during such period of continuous service renders compensated service on not less than one hundred (100) days (133 days in the years 1950-1959 inclusive, 151 days in 1949 and 160 days in each of such years prior to 1949) in each of twenty (20) of such years, not necessarily consecutive.

(e) Paragraphs (a), (b), (c) and (d) hereof shall be construed to grant weekly and monthly rated employes, whose rates contemplate more than five days of service each week, vacations of one, two, three or four work weeks.

(f) Service rendered under agreements between a carrier and one or more of the Non-Operating Organizations parties to the General Agreement of August 21, 1954, or to the General Agreement of August 19, 1960, shall be counted in computing days of compensated service and years of continuous service for vacation qualifying purposes under this Agreement.

(g) Calendar days in each current qualifying year on which an employe renders no service because of his own sickness or because of his own injury shall be included in computing days of compensated service and years of continous service for vacation qualifying purposes on the basis of a maximum of ten (10) such days for an employe with less than three (3) years of service; a maximum of twenty (20) such days for an employe with three (3) but less than fifteen (15) years of service; and a maximum of thirty (30) such days for an employe with fifteen (15) or more years of service with the employing carrier.

(h) In instances where employes have performed seven (7) months' service with the employing carrier, or have performed, in a calendar year, service sufficient to qualify them for a vacation in the following calendar year, and subsequently become members of the Armed Forces of the United States, the time spent by such employes in the Armed

Forces will be credited as qualifying service in determining the length of vacations for which they may qualify upon their return to the service of the employing carrier.

(i) An employe who is laid off and has no seniority date and no rights to accumulate seniority, who renders compensated service on not less than one hundred twenty (120) days in a calendar year and who returns to service in the following year for the same carrier will be granted the vacation in the year of his return. In the event such an employe does not return to service in the following year for the same carrier he will be compensated in lieu of the vacation he has qualified for provided he files written request therefore to his employing officer, a copy of such request to be furnished to his local or general chairman.

Section 2. Insofar as applicable to the employes covered by this Agreement who are also parties to the Vacation Agreement of December 17, 1941, Article 15 of that Agreement, as amended, is hereby further amended to read as follows:

Except as otherwise provided herein this Agreement shall be effective as of January 1, 1967 and shall be incorporated in existing agreements as a supplement thereto and shall be in full force and effect for a period of one (1) year from January 1, 1967, and continue in effect thereafter, subject to not less than seven (7) months' notice in writing (which notice may be served in 1967 or in any subsequent year) by any carrier or organization party hereto, of desire to change this Agreement as of the end of the year in which the notice is served. Such notice shall specify the changes desired and the recipient of such notice shall then have a period of thirty (30) days from the date of the receipt of such notice within which to serve notice specifying changes which it or they desire to make. Thereupon such proposals of the respective parties shall thereafter be negotiated and progressed concurrently to a conclusion.

When such notice is served, the proceedings shall be under the provisions of the Railway Labor Act, Amended.

Section 3. Rules in effect on the individual carriers parties hereto which provide for annual vacations with pay to employes covered by this Agreement that are represented by the Hotel & Restaurant Employees and Bartenders International Union, shall be amended to provide that effective January 1, 1967 an annual vacation of three weeks with pay will be granted to each such employe who has ten or more years of continuous service with the employing carrier and who qualifies for a vacation under existing rules on the individual railroads. The number of days or hours required in each year to qualify for vacation of three weeks shall remain unchanged.

ARTICLE III—APPROVAL

This Agreement is subject to approval of the courts with respect to carriers in the hands of receivers or trustees.

ARTICLE IV—EFFECT OF THIS AGREEMENT

This Agreement is in settlement of the disputes growing out of the provisions of notices served on or about May 10, 1966, by the organizations signatory hereto on the carriers listed in Exhibits A, B and C (with the exception of Article IV of such notices relating to travel time and expense for employees required to work away from their home stations), and the provisions of notices served by the carriers on their employees represented by such organizations on or about June 6 and 10, 1966, and shall be construed as a separate agreement by and on behalf of each of said carriers and its said employees.

(Exhibits and signatures not reproduced)

The following letter from the Carriers' chief negotiator, Mr. J. E. Wolfe, to Mr. G. E. Leighty, chairman of the Employes' National Conference Committee, explains in detail how the question of travel time and expenses for employes required to work away from their home stations will be handled:

January 13, 1967

Mr. G. E. Leighty, Chairman,
Employes' National Conference Committee,
Four Cooperating Railway Labor Organizations,
3860 Lindell Boulevard,
St. Louis, Missouri 63108.

Dear Mr. Leighty:

Referring to the Agreement of this date disposing of the Section 6 notices served by the Four Cooperating Railway Labor Organizations upon the Carriers represented by the National Railway Labor Conference and the three regional Carriers' Conference Committees on or about May 10, 1966, and the counter proposals served by said carriers upon representatives of such organizations on or about June 6, 1966 and June 10, 1966:

It was understood that Article IV of the above-referred-to organizations' May 10, 1966 notices—"TRAVEL TIME AND EXPENSES FOR EMPLOYES REQUIRED TO WORK AWAY FROM THEIR HOME STATION"—will be left outstanding subject to later disposition under the following procedures:

The parties will resume direct negotiations on this Article on or about June 1, 1967, for a period which should not exceed ten (10) days. If the issue is not disposed of in direct negotiations, the parties, or either party, may invoke mediation, which the Mediation Board will begin immediately after such invocation. If the issue is not disposed of in mediation, the parties agree to submit it to binding arbitration under the arbitration provisions of the Railway Labor Act. The question submitted to arbitration would include all of the issues raised by Article IV of the notices upon which a definite non-contingent agreement had not been reached in direct negotiations or in mediation. If there is no such agreement on any of such issues, the question to be submitted to arbitration would be the issues raised by Article IV as set forth in the May 10, 1966 notices.

Will you please confirm this understanding by affixing your signature in the space provided therefor at the lower left-hand corner of this communication.

Yours very truly,
/s/ J. E. Wolfe

APPROVED:
/s/ G. E. Leighty

Choosing A Reduced Annuity

RAILROAD MEN WHO DO not qualify for disability benefits can choose to retire as early as age 60 on reduced annuities based on their age and service. Wives of railroaders may similarly elect to retire at ages 62-64, provided their husbands are receiving railroad retirement annuities and have attained age 65. There is no clear-cut answer as to whether it is generally better to elect these reduced benefits or to wait until age 65 or later and receive full benefits, since the decision depends on the facts in each individual case. However, the following questions and answers give some information that may help railroad employes and their families make this decision.

1. *What provisions are there for early retirement under the railroad retirement system?*

Nondisabled workers who have 10 but less than 30 years of service can retire as early as age 62, while those with 30 years of service can retire at age 60. Also, the wife (or dependent husband) of a railroad employe can elect to receive an annuity at ages 62-64. All of these benefits, with the exception of those payable to women employes with 30 years of service, are reduced by 1/180 for each month the individual is under age 65 when the annuity begins. (Benefits to disabled employes and to wives who are caring for a minor child are not reduced for retirement before age 65.)

2. *If I elect a reduced annuity under the Railroad Retirement Act, will the reduction continue after I reach age 65?*

Yes. The reduction will continue as long as the annuity is payable.

3. *I plan to retire next year at age 63. Will the fact that I retire before age 65 affect my rights to a supplemental annuity under the railroad retirement law?*

No. If you have at least 25 years of service and a current connection with the railroad industry when you retire, you can begin to receive a supplemental annuity when you reach age 65.

4. *What are some of the advantages of electing a reduced employe annuity?*

From a financial point of view, the most important advantage is that your regular annuity is payable for a longer time than if you wait to retire at age 65. Unless you live at least 15 years after retirement, the total payments of your regular annuity over your lifetime will be higher if you elect a reduced annuity than if you retire at age 65 with the same service and earnings. (As explained in the answer to question 8, the situation is somewhat different if you will have more creditable service or higher average earnings at age 65.) Another advantage of the reduced annuity is that it is a source of immediate income to the retired worker.

5. *What are an employe's chances of living 15 years after retirement?*

For nondisabled male employes retiring at the present time, the chances are as follows:

Age	Number per 100 expected to survive 15 years
60	56
61	53
62	50
63	47
64	44
65	41

6. *What are some of the disadvantages of electing a reduced employe annuity?*

Many career railroad employes in their early sixties are at the peak of their earning capacity. If you retire on a reduced annuity, your income in the years before age 65 will undoubtedly be much less than if you continued working. Also, your regular annuity may be considerably smaller than if you acquired additional service before retirement. Furthermore, depending on your service record, additional credits might enable you to meet the 25-year service requirement for a supplemental annuity or might serve to increase the amount of your supplemental annuity. (The amount of a supplemental annuity, before any reduction for receipt of a private railroad pension, is $45 plus an additional $5 for each year of service over 25, up to a maximum of $70 for employes with 30 or more years of service.) Remember also that more than 30 years can now be credited toward annuities, so that the additional amount you can get if you keep on working may be very substantial.

7. *How much higher will my regular annuity be if I work until age 65 instead of retiring early?*

First, by retiring at age 65, you escape the reduction in your regular annuity because of early retirement. On this basis, at age 65 (ignoring the effect of the supplemental annuity on the amount of regular annuity) your regular annuity is 25 percent higher than at age 62, 15 percent higher than at age 63, and 7 percent higher than at age 64. Second, by continuing to work past age 62 you increase your service and compensation credits. This could increase your regular annuity at age 65 by up to $11.60 for each additional year worked, depending on your previous service and earnings record. If you are earning the maximum creditable, this means your annuity will be about $11.60 higher for each additional year of service credited to you.

8. *Next year when I am 62 years old I will have 27 years of service and my monthly compensation will be about $300. If I decide to wait until age 65 to retire, how long would I have to draw my regular annuity and supplemental annuity before the total payments would be larger than if I retired at age 62? I am now earning more than $550 a month on my railroad job, and I have no social security credits.*

Your regular annuity at age 62 would be about $155. (This includes the 7-percent increase provided by the 1966 amendments because you would not yet be eligible for a supplemental annuity.) On reaching age 65 you would begin to receive a supplemental annuity of $55 and your regular annuity would be adjusted to $145 for a total of $200 a month.

On the other hand, if you continue working until age 65 your regular annuity would be $213 and your supplemental annuity would be $70 for a total of $283 a month. If you draw this full annuity and supplemental annuity for more than 5 years and 7 months, your total payments would be larger than if you had retired at age 62. (This answer assumes that the supplemental annuity program would be continued indefinitely beyond its pres-

ent 5-year life and that you do not receive a private pension.)

9. *What are the advantages and disadvantages of a wife's choosing a reduced annuity?*

If her husband has already retired, it is generally to a wife's advantage to elect a reduced annuity as soon as she becomes eligible. Unless *both* she and her husband survive 15 years after her retirement, the total payments of her reduced annuity will be more than she would have received if she had waited for the full annuity. When the employe is 65 and the wife is 62, the chances of both surviving 15 years are relatively small—only about one out of four. It should, however, be kept in mind that any widow's annuity the woman may later draw may be affected by her election of a reduced wife's annuity. The widow's annuity that will be affected is most likely to be one to a woman who will have a social security or railroad retiretirement benefit based on her own earnings. In these cases, it is always a good idea for the wife to check with a Board office before making the election to retire early.

Supplemental Annuities and 7 Percent Increase

At one time the Railroad Retirement Board stated it expected that supplemental annuity payments or the 7 percent increase in railroad retirement benefits would, for the most part, be included in checks issued about January 1, 1967.

Although the Board has not yet made any payment of supplemental annuities, it anticipates that some payments will be made by mid-February. Payments will, of course, be retroactive to November 1, 1966, or to the date of retirement if after November 1, 1966. Supplemental annuities are to be paid only to those persons whose annuities were awarded after June 30, 1966. About 8,000 are now eligible for supplemental annuities.

There are about 40,000 annuitants eligible for the 7 percent increase who did not receive it in their January or February 1 checks. It is anticipated that the adjustment for these will be made by March 1, 1967.

About 129,000 spouses received an increase in their February 1 checks as the maximum spouse's benefit automatically increased from $74.80 to $83.60 as of January 1, 1967.

If You Are Eligible

Here's How To Get Refund Of Medicare Part B Premiums

THE FOLLOWING PROCEdure should be followed in handling with The Travelers, requests for reimbursement of Medicare Part B premiums which are deducted from Railroad Retirement or Social Security benefits for employes and spouses of employes insured under Travelers Group Policy Contract GA-23000.

The following may be eligible for reimbursement:

1. Employe's spouse, having qualified for an annuity under either Railroad Retirement or Social Security and receiving such annuity while covered under the policy contract as a dependent of an employe in one of the circumstances set forth in 2, 3 or 4 below, unless the spouse's Medicare premium is refunded from some other source, for example another employer's Health and Welfare plan.

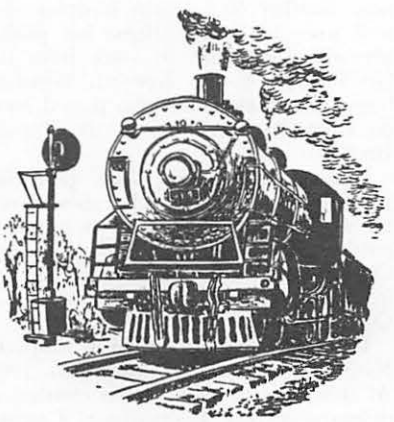
2. The employe himself while insured under the policy contract as an employe in active service, in receipt of vacation pay or on furlough (an employe who had prior qualifying Social Security service could continue to receive Retirement benefits provided he does not have sufficient earnings to disqualify him).

3. An employe retiring is insured under the policy contract for the month following the month in which he last rendered compensated service, or received vacation pay, and would be eligible to request refund of Part B premium deducted from his initial annuity check for such following month.

4. A disabled employe may be insured under the policy contract through the calendar year following the year in which he last rendered compensated service.

On hospital association railroads where medical benefits are provided for the employe through the hospital association rather than under the policy contract, the only Medicare premium which the policy contract funds will pay or refund is the premium for the spouse.

To request a refund, the employe should contact his employing officer and obtain from him a pink form captioned "Request for Refund of Medicare Part B Premium." Part I of the form should be completed by the employe, signed and returned to his employing officer along with appropriate indication of enrollment under Part B. The employing officer should determine the employe's qualifying status under the policy contract involved and complete Section II of the form which should then be forwarded to The Travelers Insurance Company who will arrange for reimbursement directly to the employe if in order. This form may be used to request reimbursement for Medicare premiums which were deducted from Retirement benefits of an employe or spouse in July, 1966 or subsequent months.



Employes who continue to be eligible for reimbursement must make a new request for each reimbursement since no reimbursement will be made without written request from the employe and certifying data from the railroad. In general, this should be done not more often than every three months. However, for disabled employes, only the initial request will have to be handled through the railroad as The Travelers will make arrangements directly with the employe for the period in which he may be eligible for reimbursement.

LOCAL LODGE NEWS

By, for and about B. of R. S. members

B.&O.—S.I.R.T.—W.M.

CONNELLSVILLE, PA. (31). Brother K. D. Rhodes, Buffalo Division, who was injured in October 1965, has been granted a disability annuity by the Railroad Retirement Board.

Signal Foreman Leo Jones is off duty with a hernia incurred while working, lifting a cable post at Rushford, N. Y., October 5, 1966. Brother C. O. Baker is off duty due to illness and is expected to return to work soon. Brother W. P. Chapman has returned to service from an injury incurred when a reel of cable dropped on his foot at Cairo, W. Va. Brother L. C. Hanlom, Mon. Div., has been off duty for some time with an arthritic condition. Francis G. King has been off duty due to illness since December 1965. DALE LEONARD

Southern

CONCORD, N. C. (110). The first meeting of the year for Local 110 was held recently at the Milner-Mecklenburg Hotel in Charlotte, N. C. Attendance wasn't very good but those who were present transacted the business of the Local and enjoyed the fellowship together.

We were delighted to have with us for his first meeting, Brother B. J. Roberts who came down from Asheville with old reliable Brother Jim Smith.

The trustees audited the records of the financial secretary-treasurer and their report showed that we are still in the black, in spite of a steady loss in membership.

Brothers F. P. Vickery, W. A. Ray and T. N. Henderson are on the sick list at this time and we hope they are all back on the job soon.

During 1966 we had three retirements, Brothers F. P. Higginbotham, D. E. Sowers and D. A. Hansen. Many of you long time "Convention Delegates" will remember "Big Hig" who served this local for many years as Local Chairman from the Asheville Division. I understand that Hig retired to a big house at Black Mountain, N. C. and any of you Brothers who may be on vacation in the beautiful mountains of North Carolina might get some of that country ham if you stop by to see old Higginbotham.

In the event some of you brothers haven't heard, E. C. Melton has retired and G. F. Harper is the new General Chairman. I heard him say at the meeting that he is now open for business, so if you have something that should be handled by him, now is the time to "give him the business."

The next scheduled meeting of Local 110 is on Saturday, April 15 at the same place in Charlotte, N. C. At this time we will elect two delegates and two alternate delegates to the 1967 Convention which opens in Chicago, Ill. on August 14. Let's have a good crowd on hand. E. C. YELTON

Santa Fe

MCPHERSON, KANS. (33). The last meeting of Local 33 was held at Ponca City, Okla. recently with 22 members present.

The main discussion points were progress of work being done to maintainers' tool sheds or offices, additional territory being assigned maintainers and probably the most important was the discussion of future proposed training programs. We also had a report on the General Committee Meeting.

Brother Wes Goodnight was reported to be in the Topeka Hospital. Brother Spec Jordan is still off duty but is on the road to recovery from recent illness. Brother Bill Austin is doing real well since his recent illness but probably will not return to work from the last report. Brother Kenneth Weatherbee of the Eastern Division passed away on December 10, 1966 at the Topeka Hospital.

Brother Caldweld's Okie gang has just finished putting a hot box detector at Mulhall, Okla. and is presently putting flashing light signals at Edmond, Okla. Brother Zielsdorf's Point Gang is installing highway crossing gates at Olathe, Kans.

Our next meeting will be at Emporia, Kans., Masonic Lodge, March 25, 1967. At this meeting will be the election of delegates to the International Convention. As this meeting is fairly well in the center of the old Middle and Eastern Divisions, there is no excuse for not having a good representation from each of these areas. At the next to the last meeting in Emporia, a number of Brothers from the Eastern area dominated the entire meeting. If the other two main areas covered by the Local do not want to go along with their proposals, suggestions, and delegates, you had better be at this important meeting.

A closing thought: A lazy Brother aims at nothing and achieves nothing.

MAX E. CRAFT

Jersey Central

NORTH PLAINFIELD, N. J. (54). Here are the elected officers for the 1967-69 term: Chief Signalman—J. A. Criqui; Vice Chief—R. Wingert; Financial Secretary—J. F. Quinlivan; Recording Secretary—L. E. DuMont; Trustees—B. Flannery; D. J. McGinley; and G. Coyne; Grievance Committee, Central Div.—J. Sabo, Chairman; A. C. Wilson and C. B. Flannery; Penn. Div.—J. Heaney, C. Crowley and E. Walch; Seashore Div.—W. Boyle, Chairman; Robert Tierney and H. Kampf, Jr.

Location of meetings: Jan., Feb., May, June, August and Oct. at Elizabethport, N. J.; April, July and Nov. at Jim Thorpe, Pa.; March, Sept., Dec. at Long Branch, N. J. Cards will be sent notifying all members of date and time but it is suggested members please check with local committeemen or their gang or shop bulletin boards where pertinent details will be posted.

Henry "Harry" Fox, Sr., former Central Division Local Chairman, has been named our General Chairman. The former Chairman, Edmund "Eddie" Grady, moved up to a supervision job with management. Both are wished well. Fox is leading signal maintainer on the HY-BV-Phillip Street Sections. Grady was first trick maintainer at RU Interlocking, Elizabethport, N.J.

Local 54 lost two old timers through death this past 6 months. They were Bill Buydos, a lineman, and Tommy Wilgus, who maintained the Newark

Bay Drawbridge. Both had been retired since 1955.

There is still speculation as to when the Aldene Plan will be put into effect. Report now is the Jersey Central will join the Lehigh Valley at Roselle Park, N. J. on the new elevation, both joining the P.R.R. at Newark, with commuters changing at Newark for the trip to New York City. It will mean abandoning the ferry service at Jersey City which runs to New York.

Try and attend some of the local business meetings on your division.

L. E. DuMont

Rock Island General Committee Meets

Meeting of the Rock Island Lines General Committee held in Kansas City, Mo., December 16, 1966, was called to order by General Chairman R. A. Watkins with the following members present: R. A. Watkins; A. E. Ketterman; W. M. Kendall; R. E. Hickerson and M. W. Kiser. Two visitors were Grand Lodge President Jesse Clark and Vice President C. S. Chandler.

Vice President Chandler advised that the Rock Island Lines General Committee is very aggressive; that it settled more claims on the property than any other committee in his district and also received more favorable decisions from the National Railroad Adjustment Board. He noted that only two claims were returned to the General Chairman's office by the reviewing committee because they did not deem it wise to progress these claims at this time.

Vice General Chairman Ketterman reported that the General Committee had directly recovered $28,360 over the last three year period for the membership, these payments being made directly to the employes in money. He also reported that there was no way of really knowing how much the call rule, the noon meal period rule, half time and one and one-half times straight time rate after the assigned hours would produce for the employes but it was his opinion that this would run another $15,000 to $20,000.

Committeeman Kiser made reference to claim wherein he was paid 40 minutes at punitive rate of pay account being called at 7:20 a.m. It was explained that he should have been paid a call in view of all the rules they had in effect and particularly Rule 17, Section I(a).

There was considerable discussion on switch heaters and it had been reported on the Des Moines division that other than signal forces were to install these propane fired switch heaters. General Chairman Watkins reported that he would watch this very closely and file claims in the event this work was farmed out.

Committeeman Hickerson asked if he was to perform work on a man's territory when the maintainer was absent. He was advised that when he was called to advise the dispatcher to call the adjoining maintainer to which the work belonged.

Chairman Watkins made a report on all of the agreements signed since the last report, namely, the September 15, 1965 Agreement covering working away from the shop; March 11, 1966 Agreement establishing new jobs for vacation and other relief on the Illinois division which we were successful in improving; the Letter of Understanding which reestablished the job on the Central Division with headquarters at Des Moines to do vacation relief on that division; the June 28, 1966 Memorandum of Agreement which changed the procedure of progressing claims and grievances under Rule 64 and the August 21, 1954 Agreement providing for the furnishing of transcripts when discipline was assessed at the same time the discipline notice was sent out.

There was considerable discussion in regard to the $150 allowance as provided under the June 30, 1966 Memorandum of Agreement which was allowed in lieu of five days pay for expenses. General Chairman Watkins reported that the carrier wanted to pay this as wages and that he insisted that this was expenses where there would be no withholding tax, etc. deducted from lump sum payments and this is what was holding up the payments. Committeeman Hickerson said that C. D. Bogle had advised him he had already received his $150 allowance.

Mr. Ernest Hubbell, Legal Aid attorney gave us a talk on safety and the employes' rights under the Federal Employers' Liability Act.

The election of officers showed the following results: General Chairman, R. A. Watkins; Vice General Chairman, A. E. Ketterman; Trustees, W. M. Kendall, chairman; R. E. Hickerson and A. E. Ketterman.

Chairman Watkins reported that the By-Laws for the General Committee which he had been instructed by the last committee to implement have been approved by President Clark. Also the by-laws for the Local Lodges have been revised and approved.

President Clark's report included a variety of subjects, including a report on a National Training Program for signalmen under the direction of the United States Department of Labor which would be a good thing for our craft. He also made reference to inspections and tests and admonished the committeemen to see that the people they represent did not make false entries in that they make the reports without making the test. He reported on the progress for sick relief and highway protection by insurance and said that this would be some time in the future.

Chairman Watkins thanked President Clark for attending the meeting and listening to our proceedings.

Shown above are members and visitors who attended the Rock Island General Committee meeting. They are, from left to right: Seated—General Chairman R. A. Watkins, President Jesse Clark. Standing—R. Hickerson, A. Ketterman, M. Kiser, W. Kendall, and Vice President C. S. Chandler.

Baltimore & Ohio

DAYTON, OHIO (94). The quarterly meeting of Local 94 was held on January 21, 1967 at the Sheraton-Gibson Hotel, Cincinnati, Ohio with 14 members and one guest, retired Brother Wallace C. Rupp, present.

The Secretary's report was read and corrected. Grievances were reported and discussed. The Financial Secretary's report was read and accepted. Five new members were accepted for membership.

Members on the sick list include

Brother W. C. Davis.

Brother J. W. Davis

Brother M. M. Wilkinson.

Brother W. L. Woolf and his wife who were involved in an auto accident; W. S. O'Neal, retired member; H. Kohlmeyer and Ray Bickel. Roy Smith, supervisor, Washington, Ind., passed away January 7.

General Chairman H. C. Guscott, reported on wage increases and other benefits recently won by our organization.

The following members were elected to attend the triennial convention to be held in Chicago, August 1967: First Delegate, C. B. Bruno and his alternate, J. A. Cobel; Second Delegate, G. J. Erford and his alternate, H. W. Rupp.

G. Schmitz who was injured in a company truck in March 1965 has returned to duty. The traffic control installation on the Akron-Chicago Division has been completed. Men who were in the gangs were absorbed into the regular forces. G. T. Keefe, Toledo Division, entered military service December 1966.

Our next meeting will be held in City Hall, Deshler, Ohio on April 15.

G. F. Hammond

Pennsylvania

PT. ALLEGANY, PA. (134). Members of Local 134 recently held a retirement party at the Machias Legion Hall in Machias, N. Y. in honor of J. W. Davis, W. C. Davis and M. M. Wilkinson, all charter members of Local 134. Another retired member who was to have been honored at the same time, A. G. Olsen, died a week previously.

The members of Local 134 owe a large debt of gratitude to the Davis brothers and Wilkinson for holding the Local together through the lean years, when the membership dropped to as low as five men. The members of Local 134 wish them a long and happy retirement.

W. T. McEnteer

Rock Island

HUTCHINSON, KANS. (78). Our regular quarterly meeting of Local 78 was held at Pratt, Kans. at the Parrish Hotel with the following members present: A. E. Ketterman; L. H. Baker; A. L. Martin; G. G. Ruhl; A. A. Curtis; E. L. Rollings; L. D. Rees; A. M. Smith; W. J. Vossen; K. C. Kraus; C. M. Rigg; V. K. Bevan; L. E. Case and retired member, C. D. Gutshall. Out of a membership of 24, spread from the St. Louis line to Tucumcari, N. M., this is indeed a very good representation.

We were also pleased to have as visitors from Local 17, Brothers R. L. Wharry, R. G. Fuller; and General Chairman R. A. Watkins's presence at our meeting is certainly appreciated.

Discussions covered many subjects, conditions of bunk cars, use of trucks, claims concerning contractors doing signal work insulated joint repairs, the new monthly rate for signal maintainers, headquarters requirements as outlined in the agreement, and many other things of interest to everyone in attendance. The small percentage of members who did not attend this meeting certainly missed an opportunity to be informed on matters concerning the Brotherhood.

Brother Ketterman reported that Brother Oscar Herbic, retired, has been quite ill. A get well wish signed by all present will be mailed to Brother Herbic.

General Chairman Watkins informed members of Local 78 that the Rock Island General Committee had been approached by the General Committees of other Railroads with proposals of consolidation. There was considerable discussion on this subject but no action taken.

Brother Gutshall was presented his Honorary Membership card and a 25 year pin by Brother Watkins. Brother Gutshall is a Charter member of Local 78 and I express the sentiments of the entire Brotherhood when I say that we have been proud to have been a fraternal brother to "Hap" Gutshall.

Our next regular meeting will be held at Topeka, Kans., May 6, on the arrival time of No. 4. Let's make this the best attended meeting we have had.

L. E. Case

YEARLY CARDS NOW AVAILABLE

Special Yearly Cards, for those members who find it convenient to pay their B. of R. S. dues by the year in advance, are now available, Secretary-Treasurer C. J. Chamberlain announced recently.

Members desiring one of the Yearly Cards should remit their dues for the year 1967 to the financial secretary of their Local. The secretary will then report the per capita tax to Grand Lodge and the Yearly Card will be printed with the member's name and returned to the Local secretary.

Yearly Cards will be available until March 31, 1967. After that time no more orders will be taken.

You can't lose if you purchase a Yearly Card because dues paid in advance will be returned if the member becomes eligible for a refund due to sickness, furlough, or termination of service. However, you can help lighten the load on your secretary and guarantee yourself good standing in the Brotherhood for an entire year by purchasing one of the Yearly Cards.

M.P.—H.B.&T.

KINDER, LA. (206). Our regular quarterly meeting was held at the Ben

Those attending Local 206's meeting are shown above. They are, from left to right: Seated—Sec.-Treas. I. Shaver, General Chairman A. T. Payne, President Jesse Clark, E. Patterson and Vice Pres. C. S. Chandler. Standing—L. Shaver, H. Colquhoun, W. Howard, C. Drake, H. Barnett, E. Hendon, J. Hatfield, W. Mullenaux, F. Boswell, B. Fulmer, H. Boswell, W. Quinn, W. MeDuff and G. Sheridan.

Milam Hotel, Houston, Texas at 9 a.m., January 8, with 19 officers and members present.

Business transaction included reading and approval of the Minutes of the Meeting of October 9, authorization of payment of bills due, and acceptance to membership of Brothers R. M. Bailey, R. J. Seward, and D. L. Sweeton. A motion that at our next meeting we consider merging our Local with another failed for lack of a majority vote.

Pending claims and grievances were discussed by General Chairman Payne, Local Chairman Hatfield, and Brother F. E. Boswell. All matters discussed are being pursued, and early settlement is expected in some cases.

Brothers J. C. Corona and J. P. Estes were reported to still be on the sick list, and Brother B. T. Boyett was reported to have recently undergone surgery. We wish each of them a speedy recovery, and we are pleased to report that Brother W. L. McDuff is able to be back at work.

At the close of the regular business session we were pleased to have with us and be addressed by President Jesse Clark, Vice President C. S. Chandler, and Grand Lodge Representative W. W. Altus. In the principal address, delivered by President Clark, we were advised on the status of our current national wage and rules movement, recent pension improvement, motorcar operating rules, training programs, I. C. C. safety rules, our need for cumulative sick leave and protection on public highways, and other topics of importance and interest to all. We sincerely hope that each of our visitors will soon have an opportunity for a return visit.

Our next regular meeting will be held at 9 a.m., April 9, in Houston. All members are urged to attend.

I. H. SHAVER

T.&N.O.—G.H.&H.

HOUSTON, TEX. (9). Our regular quarterly meeting was held at the Sam Houston Hotel, Houston, Texas at 2 p.m., January 7, 1967, with 19 officers and members present.

The meeting was called to order by Chief Signalman D. T. Slay, and after an opening prayer by Chaplain W. A. Lang, we were honored to be addressed by President Jesse Clark who spoke to us about the status of our national wage and rules movement, the supplemental pension plan, handling grievances, assistant training program, motor car safety rules, sick leave, protection on highways, and other subjects of interest and importance to all. Other comments and reports were heard from Vice President C. S. Chandler and Grand Lodge Representative W. W. Altus. We were very pleased to have all three present.

In the regular business session the application of three new members were accepted and Brothers R. B. Smith and Frank White were elected delegates to represent our Local at the 1967 Convention in August. Brothers E. A. Simpson and Joe Nunn were elected alternates.

After the meeting all present enjoyed fellowship at a group supper. All members are urged to attend our next meeting in Lafayette, Louisiana in April.

S. J. CARTER

North Western System General Committee Meets

THE SYSTEM GENERAL Committee meeting held in the LaSalle Hotel, Chicago, Ill., December 3-4, 1966, was called to order by General Chairman R. B. LeBaron. The following members were present: Vice General Chairman D. L. Foote; General Secretary-Treasurer W. M. Hines; A. E. Nenn, Local 9; H. S. Gerth, Local 39; J. E. Hansen, Local 43; P. D. Greco, Local 98; F. F. Muth, Local 108. Vice President P. T. Drummond and Grand Lodge Secretary-Treasurer C. J. Chamberlain were also present.

An audit of the books by the Board of Trustees found them to be in good condition with a proper accounting of all funds. General Secretary-Treasurer Hines reported on the financial status of the System funds. He was of the opinion that no increase in per capita tax was needed at this time.

Discussion was had on the proposed

Those attending Local 99's meeting are shown above. From left to right, they are: Seated—Vice Pres. C. S. Chandler, F. White, Pres. Jesse Clark, General Chairman R. B. Smith, Fin. Sec. E. Simpson, and Chief D. Slay. Standing—R. Ramos, L. Hunter, Jr., N. Estes, S. Carter, L. Welch, A. Gautreaux, E. Sturrock, E. Kornegay, W. Lang, A. Tauch, J. Nunn, J. Brzymialkiewicz, and J. Harrison.

consolidation of the Chicago and North Western Railway Company and the Chicago, Milwaukee, St. Paul and Pacific Railroad Company. It was the consensus that the consolidation was imminent and that we should look to the future with the possibility of consolidating the two general committees. General Chairman LeBaron was instructed to approach the General Chairmen of the Milwaukee Road for their views on the matter.

The next order of business was the election of officers for the next three year term. Chairman LeBaron informed the Committee that he was 65 years of age and did not desire to be a candidate for reelection to a full three year term. Following discussion it was agreed that Chairman LeBaron if elected would serve until May 1, 1967 at which time he would retire. The election showed the following results: Brother LeBaron was elected General Chairman to serve until May 1, 1967; Brother D. L. Foote was elected 1st Vice General Chairman to serve until May 1, 1967 and will then assume the office of General Chairman; Brother H. S. Gerth was elected 2nd Vice General Chairman and will take over the office of 1st Vice General Chairman on May 1. This change in officers on May 1 will eliminate the office of 2nd Vice General Chairman. Brother W. M. Hines was elected General Secretary-Treasurer; trustees are A. E. Nenn, J. E. Hansen, P. D. Greco, F. F. Muth and J. S. Gostonczik. Muth was elected chairman and Greco, secretary of the Board of Trustees.

Members of the Committee paid Chairman LeBaron a fine tribute for his tenure of office for over 22 years as General Chairman. It was their hope that he and Mrs. LeBaron would have good health and happiness for many years. Brother LeBaron thanked each one for their very kind remarks and stated that he hoped to keep in touch and would be available if his assistance or help was needed.

President Jesse Clark arrived later at the session and gave a talk on a few of the problems of our organization, traveling on highways with company cars and trucks, suggested carrier should pay for insurance; and the need for sick leave based on years of service.

Some of the topics in the report by Local Chairman Foote included employes driving trucks and working on crossing protection; place of residence for assigned signal maintainers; ride tickets may be discontinued in the terminal. He also reported on sanitary conditions around headquarters and camp cars, also the need for face masks while working on snow burners.

Local Chairman Gerth reported that vandals broke batteries in a tub on the Oxford territory and the maintainer was taken sick from fumes while cleaning the tub and is presently off duty. A specialist was called in to check possible lead poisoning. He also reported on need of shelters for maintainers with long territories.

Local Chairman Nenn discussed knife switches to operate crossing protection manually and suggested that maintainers tape or plug knife switch so as not to leave switch in manual position; also vacation assignments account of holiday falling during vacation period.

Subjects of Local Chairman Hansen's report included operation of trucks on territory and assignment of truck drivers and releasing of signal department employes to accept official positions in other departments; and the adjustment of CTC circuits by signal supervisor or his assistant.

Local Chairman Muth reported on installation of hot box detectors and asked about a half hour lunch period.

Grand Lodge Secretary-Treasurer Chamberlain spoke in regard to aid for F.E.C. members still on strike and also made reference to the coming 1967 Convention and time limit on resolution changes.

Vice President Drummond and Secretary-Treasurer Chamberlain took an active part in our discussions and were very helpful in settling some of our questions and problems. We wish to thank them for taking time to attend our meeting. W. M. Hines

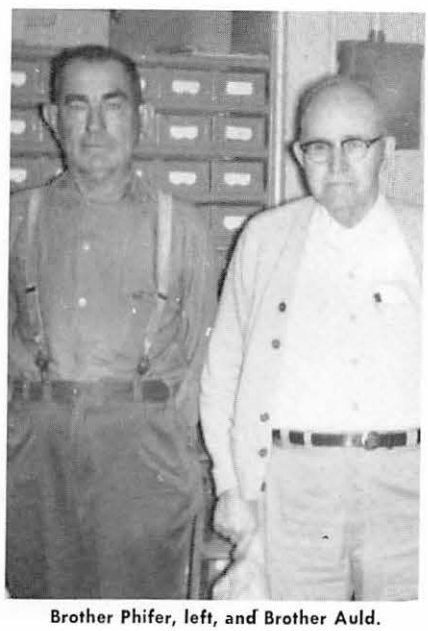
Santa Fe

Clyde Auld, signalman, and Henry M. Phifer, helper, Santa Fe Signal Shop force, San Bernardino, retired November 30, 1966. Brother Auld was a member of Local 173 and H. M. Phifer was a member of Local 172.

Brother Auld commenced his railroad career September 1917 and served in the Freight, B&B and Signal Departments with one year of military service in World War I.

Brother Phifer commenced work for the Santa Fe Railroad November 1925 on the Los Angeles Division where he spent his entire career in the signal department.

Co-workers presented each with a matched set of luggage with their best wishes for a long and healthful retirement. P. C. Maddox



Brother Phifer, left, and Brother Auld.

Canadian Officers Move Into New Headquarters

Grand Lodge Representative Harold Stockdale recently advised the Journal that Brotherhood officers in Montreal have moved into their new offices. The last meeting of the Canadian General Committee approved a request that more suitable office accommodations be afforded. In addition to Brother Stockdale, General Chairman C. R. Scott will maintain offices in the new quarters. The address of the new headquarters is: Room 508, Crescent Building, 1411 Crescent Street, Montreal 25, Quebec. Mail to Brothers Stockdale and Scott should be sent to this address.

Atlantic Coast Line

SAVANNAH, GA. (84). The regular meeting of Local 84, held in Rocky Mount, N. C., on January 14 was called to order by Chief Signalman C. H. Wellons. Brothers S. W. Oakley and C. L. Clay were appointed chaplain and inside semaphore, respectively.

The minutes of the previous meeting were read and approved.

After a discussion relative to sending delegates to the Chicago Convention (Article IV, Section 6, Local 84 By-Laws), a motion was made and carried that Local 84 send one delegate to the Convention. The following were nominated for delegates and alternates to the 1967 Convention: C. H. Wellons, Jr., as delegate; his alternate, M. C. Deas; C. M. James as delegate; his alternate, James Harrelson. Brother Wellons appointed Brothers George C. Gross, J. W. Pinckney and R. M. Chancey as tellers. Ballots will be mailed to Brother Gross, P.O. Box 564, Manchester, Ga. and opened and counted at the regular meeting in Manchester.

Brothers Wayne R. Alexander and Eugene T. Willis have resigned.

Best wishes are extended to our sick and injured Brothers; namely, W. T. Westcott, A. N. Davis, G. H. Davis, J. R. Cleland and R. B. Daniell.

Our next meeting will be held on Saturday, March 11, at 10:00 a.m. in Jackson Hall, upstairs over Western Auto Store, Manchester, Ga. Let's all attend this meeting. A. T. Croom

New York Central

NEW POINT, IND. (15). The February meeting of Local 15 was held at the Claypool Hotel in Indianapolis with the usual 12 members present.

Our sympathy is extended to the family of Brother James Arrasmith who lost his life in a pole line accident during the recent ice storm. He was 33.

Brother George Batchelor was recently retired.

Delegates to the National Convention will be elected at the next meeting, April 8, 1967 in the Claypool Hotel, Indianapolis, Ind. The meeting will be called to order at 2:30 p.m. C.S.T.

Come on out, fellow members, and take an active part in your Union.

L. J. ROBBINS

C.N.—C.P.

WINNIPEG, MAN. (12). The regular meeting of Local 12 was held at the Assiniboine Hotel on January 14 with the following members present: R. Law, A. Wright, J. Hodgdon, E. Klein, W. Seiter, K. Frederiksen, P. Sokolowski, E. Vermette, G. Jenkinson, I. Pauls, H. Weseen, J. Walker, K. Norman, H. Hodgson, Mr. Gregorash, J. Rewcastle, G. Nachtigall, S. Lawson, P. Kanski, J. Platt, R. Buffie, R. Puish, L. Pryzlak, V. Flynn and A. N. Cotton, Grand Lodge Representative.

The minutes of the previous meeting were read and passed. Brother Cotton mentioned that he was unable to meet with the members at Symington and attend the meeting in Port Arthur due to our current wage negotiations.

Brothers D. J. Bourne and R. J. Brisebois, signal apprentices, were accepted for membership.

The Grievance Committee gave its report. Brother Platt had a grievance that junior men were sent to Toronto rather than senior men being given the opportunity. A letter from Signal Engineer O'Malley was read stating that Article 925, Item 2A, Appendix E would be complied with and the men would work for a period not to exceed 60 days. A general discussion of this situation followed. The Brotherhood is insisting that the 60 day clause be observed and precedents regarding this situation have been set. Motion passed that the grievance regarding the temporary positions now working in the S.O.D. be progressed and the temporary positions be advertised to employes on the Prairie Region.

Regarding the group life insurance policy, when the C.N. requires their employes to fly, a blanket $50,000 policy covers each person and our own group insurance policy is void while covered by this C.N. company policy.

Brother Weseen asked if helpers working temporary positions for maintainers in Winnipeg should be bulletined in 60 days. Presently three helpers off the gang are working with Winnipeg signal maintainers on a day to day basis but have been working for a period longer than 60 days. Motion carried that we look into the possibility of advertising temporary maintainers helpers positions in the Winnipeg Terminals. Brother Lawson wishes the company to advertise his helpers position at Vivian. The present incumbent is working a temporary position. Brother Cotton brought to our attention a bulletin for the numbering of gangs. Foremen, mechanics and two apprentices on each gang are numbered and employes will be given an opportunity of bidding the gang of their choice as a vacancy occurs. Brother Frederiksen inquired about free board on the gangs and was advised this would be negotiated separately after the current agreement is ratified. Regarding the general holiday legislation, Brother Platt mentioned that the companies cannot take the employe paid on 205½ hour basis off call, but the employe can take himself off call if he wishes. It was reported that the C.P. had 8 claims for holiday and payment was refused by the company based on an agreement signed in September 1966. Statement in the minutes of November 14, 1966 that these were paid was incorrect.

Action will be taken to arrange a banquet at the Lincoln Hotel on October 21, 1967.

We will all be receiving a ballot to ratify the current wage agreement. It is the opinion of the General Negotiating Committee that we vote in favor of this.

Brother Weseen was appointed to attend co-op meetings representing employes at Symington Yard.

Brother Buffie was elected Vice Chief.

Letters from various delegates at the Canadian General Grievance Committee Convention that they appreciated the hospitality shown to them while they were in Winnipeg were received by Brother Cotton.

The By-laws Committee will be activated to propose changes in the Local By-laws.

Our next meeting will be held on Saturday, March 11 at the Assiniboine Hotel, Portage and Albany. Please make an effort to attend. There will be elections for the third member of C. N. Grievance Committee and entertainment committee.

R. LAW

Union Pacific General Committee Meets

The triennial meeting of the Union Pacific General Committee was held at Denver, Colorado, on November 17 and 18. General Chairman J. H. Wollbrinck opened the meeting in accordance with our Brotherhood's Ritual and Constitution. Those in attendance were: C. L. Church, V. H. Coon, H. W. Parsons, B. E. Price, O. E. Anderson, J. H. Wollbrinck, H. A. Whistler and W. L. Kallenbach.

The first order of business was the election of officers and those elected for the ensuing three year term were J. H. Wollbrink—General Chairman;

Those attending the Union Pacific General Committee meeting are shown above. They are from left to right: Standing—Grand Lodge Secretary-Treasurer C. J. Chamberlain; H. W. Parsons and Vice President B. H. Steuerwald. Seated—W. L. Church; V. H. Coon; D. L. House; B. E. Price; O. E. Anderson; General Chairman J. H. Wollbrinck; H. A. Whisler; and W. L. Kallenbach.

O. E. Anderson—Secretary-Treasurer; W. L. Church, Chairman of the Board of Trustees; W. H. Parsons and M. F. Foreman, Trustees.

We were all sorry that Brother Foreman could not attend due to illness.

Grand Lodge Secretary-Treasurer C. J. Chamberlain and Vice President B. H. Steuerwald were our welcome visitors to the meeting. They gave advice on several subjects of interest to our members and were able and willing to answer questions that arose throughout the meeting on varied subjects. We wish to extend our thanks to them for attending.

A very interesting discussion on the handling of claims was held and all in attendance benefited from it. There was also a discussion on the application of several rules in our Agreement and their proper interpretation.

The members of the Union Pacific General Committee wish to take this opportunity to extend fraternal greetings to all members of our Brotherhood throughout the United States and Canada. O. E. ANDERSON

Southern General Committee Meets

Our combined General Committee met in the Atlantan Hotel, Atlanta, Ga. on December 10 and 11, 1966 to conduct its business and elect officers to serve for the next three years.

Twenty-two Local Chairmen out of 36 were present and included the following: Local 11, R. F. Stanfield and B. F. Jones, Jr.; Local 49, J. F. Heck; N. H. Clark; B. J. Hulsey, Jr.; C. R. Vaught; O. J. Norris; S. W. Parsons; J. E. Channell; G. F. Harper and P. J. Pike; Local 105, V. B. Gilleland; T. P. Shearin; M. G. Sweatt; W. B. Alexander and J. R. Lechamey; Local 110, H. J. Deal, P. D. Yelton; J. R. Jordan; J. L. Holsenback, Jr.; J. E. Smith and C. E. Yelton.

Also present for the opening session were Grand Lodge President Jesse Clark; General Chairman E. C. Melton; John E. Graham, trustee from Local 105; J. E. Hyde, trustee from Local 49; S. R. Jenkins, Chief Signalman for Local 105; and J. P. Cox, member of Local 110.

After all necessary reports were made and most of the business cleared away President Clark addressed the members, giving us a very informative and up-to-date talk on matters of interest to our Brotherhood.

The next order of business was the election of officers to serve for the next three years. Brothers J. E. Smith, J. R. Lechamey and General Secretary E. C. Yelton acted as tellers for the election. The following were elected: General Chairman—G.F. Harper; General Secretary-Treasurer—C.E. Yelton; Asst. Gen. Chairman, Local 11—R.F. Stanfield; Asst. Gen. Chairman, Local 49—J.E. Channell; Asst. Gen. Chairman, Local 105—W.B. Alexander; Asst. Gen. Chairman, Local 110—J.L. Holsenback, Jr.; Trustees, Local 11—B.F. Jones, Jr.; Local 49—S.W. Parsons; Local 105—M.G. Sweatt; Local 110—P.D. Yelton.

General Chairman E. C. Melton, center, is shown with his successor, Brother G. F. Harper, left, and President Jesse Clark.

At the conclusion of the election the newly elected officers were officially installed by President Clark.

On Saturday night over 40 guests gathered to honor retiring General Chairman E. C. Melton at a dinner party held at the Davis Brothers Restaurant. Brother Harper introduced President Clark as the speaker for the evening and his remarks were well received. On behalf of Local 105, Brother John Graham presented Melton with a check for $100 as a retirement gift, and on behalf of Local 110, C. E. Yelton presented him with a check for $100. Local 11 presented him with a nice wallet, just to be certain that he had something in which to carry the money home to Mrs. Melton who was unable to attend.

E. C. Melton retired but perhaps we haven't seen or heard the last of him because one of the last acts of the General Committee meeting was to make him General Chairman Emeritus. This means we may get some free work and advice. Seriously, Brother Melton, we hope that you will soon get used to just doing nothing and trust that you will have many years of happy retirement. C. E. YELTON

Burlington

AURORA, ILL. (103). Local 103 will hold its next meeting at the Custer Hotel, Galesburg, Ill. on Saturday, March 18, 1967. The meeting will begin at 9:30 a.m., C.S.T., and will continue until all business has been handled. Chief Signalman C. R. Adkison will preside.

At our last meeting Brothers Gerald Carrice and Preston Pryor were voted into the membership of our Local.

The Charter was draped in honor of Brother Roy Rhinberger who passed away December 21, 1966. Brother Roy has served his Local well. He held the offices of Local Chairman, Trustee and Chief Signalman. We shall remember Brother Roy as a very considerate person, always ready to help his fellow members. Our heartfelt sympathy is extended to Mrs. Rhinberger and family.

The election results are as follows: Lever, Brother Jack Irby; and Recording and Financial Secretary, G. R. Webster until retirement.

This is to notify all members of the Chicago Aurora Division that nominations for Local Chairman may be sent to your Secretary, G. R. Webster, 1260 Sheffer Rd., Aurora, Ill. or you may bring them to the next meeting at Galesburg, Ill. on March 18. After the March 18 meeting ballots will be sent to the members on the Aurora Division and the ballots will be counted at the May meeting in Aurora.

We also wish to advise the members that the quarterly dues were raised to $18. Members who paid more than this amount for the first quarter have been credited the balance toward the second quarter dues. If you paid less than this amount, please remit the balance to bring your dues up to $18. Members owing additional dues have until April 30 to send in the amount due without affecting their good standing in the Local.

Due to the resignation of Brother Neihart from the Resolution Committee, Brother E. J. Raymond was placed on this committee. A new Agreement Committee has been set up consisting of Brothers K. I. Dewey, G. C. Shaw and F. L. Ginn. This committee will work with General Chairman W. W. Lauer. Brother Lauer gave a fine talk and stated that many things will have to be worked out with management.

Please get your dues in. My vacation starts soon and I will be away from home.

Don't forget the nominations and the meeting to be held March 18 at Galesburg, Illinois. G. R. WEBSTER

Norfolk & Western

DECATUR, ILL. (55). Around the country with the gangs—W.B. Ritchie is over around Lafayette, Ind. on the storm damage; P.E. Dawson is in the area between Lafayette and Huntington, Ind. on the storm damage; T. L. Polley is at Illiopolis, Ill. on the flasher-gate job.

With the test foremen—F.G. Bartley and J.F. Lawrence are working over around Bement and Homer, Ill.; Joe Sharp is working in the Montpelier, Ohio area; H.E. Martin is working in the Peru to Danville area; J.E. Bartley is working in the Moberly, Mo. area.

Personnel changes—Irvin Lincicum has bid in the Attica, Ind. maintainer position and the position of signal maintainer at West Lebanon, Ind. is now posted. T. L. Polley has bid in the temporary test foreman position regu-

larly held by R.E. Pettus who is relieving Supervisor Roy Lee at Montpelier, Ohio.

Brother H.I. Riggins retired as of January 1 and a farewell party was held for him by his many friends and coworkers at Lafayette, Ind. on January 19. We understand all who attended really enjoyed themselves. Brother Riggins began work in the Wabash Signal Department on January 10, 1924. We wish him many happy years of retirement.

We understand that Brother R. E. Thomas, maintainer at Carrollton, Mo. has retired as of February 1. Bob was with the Wabash Signal Dept. since July 18, 1939 having served some years with the Signal Dept. on the Santa Fe Railroad. We wish him the best of health and many happy years of retirement.

With the sick—Brothers I. H. Shonkwiler; Geo. McCord; Leonard French; Leo Bostock; Davy Young and J. B. Franklin are off duty due to injury or sickness. We wish them a speedy recovery and back to work.

Also on the sick list is Thos. McVay, who is in the hospital at Wabash, Ind. due to an injury. P. E. Dawson is in the hospital at Ft. Wayne, Ind. due to an illness.

We were saddened to hear of the death of Brother James Franklin who passed away on February 10. He was one of the men injured in the accident at Huntington, Ind. some time ago. "Big Jim," as he was affectionately known, had worked for the Wabash Signal Dept. since November 18, 1957 and was a member of Gang 902. He was 46 years of age and his home was at Litchfield, Ill. The Organization has lost a good member; the Railroad has lost a conscientious worker; we who knew him have lost a good friend, but most important of all his family lost a good father and husband. We offer our deepest sympathy to his family.

We wish to thank all who so generously contributed to our fund to help our Brothers who were injured in the accident at Huntington, Ind. in December. We understand all are back to work except Davy Young and J. B. Franklin who are progressing as well as can be expected. We might say here that we are proud to be a member of an organization that has concern and compassion that was displayed for these unfortunate members of our group.

On this particular part of the N.&W., we are just emerging from the teriffic storm damage to our pole lines and signal equipment, but again man has proved again that even though it took a lot of doing he is equal to the task of rebuilding.

We had a very good meeting in Decatur, Ill. on January 14 with 16 members present at which time we discussed the various issues we face from day to day and we hope that as a result of these meetings some light has been thrown on them. We would be gullible indeed if we thought that everyone was satisfied with everything so we hope that as many as possible will attend and bring your problems and it just might be that someone may be able to help the situation.

"Nothing in life is more wonderful than faith—the one great moving force we can neither weigh in the balance nor test in the crucible."

J. F. POUNDSTONE

P.R.R.—P.R.S.L.

MAGNOLIA, N.J. (58). The last scheduled meeting of Local 58, which meets in Hammonton, N.J., was not held due to the 12 inch snow storm that fell on New Jersey that day.

Our car retarder yard should be ready by March 1 if no more snow comes along. John Pasquale, signalman, was assigned to Jersey Tower as maintainer. John Shelton, maintainer, was awarded Brown Tower.

We regret that there are so few members who are interested in their own welfare and attend meetings. Don't forget fellows what goes on at these meetings involves your bread and butter and we urge you to be at the meeting of your Local.

I have been asked to advise that when paying dues you have 30 days but this means to the Treasurer, not your Local Chairman. Please pay it at least five days before the end of the month so he may have it in the Treasurer's hands by the end of the month.

General Chairman R. B. Park and I had a meeting with the Personnel Supervisor and had some claims awarded. Still have some to work on.

Don't forget to attend future meetings.

J. L. NACK

Obituary

Retired Grand Lodge Representative Sam Howard Passes

Grand Lodge Officers and the many friends of retired Grand Lodge Representative Sam Howard were saddened to hear that he passed away on January 21 at his home in Millvale, Pennsylvania. Brother Howard, who retired from active service in 1956, suffered a prolonged illness before his passing at the age of 78.

Brother Howard was an officer of the Brotherhood for 28 years at the time of his retirement. He joined the Organization in 1926, and two months later was elected chairman of Local 112's grievance committee. He also served as a vice chairman of the Pennsylvania General Committee and subsequently was elected a member of the Board of Trustees of Grand Lodge. He served as a Grand Lodge Representative from 1945 until his retirement.

Brother Howard.

During this time, he handled many field assignments for the Brotherhood but was best known for his legislative work in Washington where he became widely known and respected by his associates and members of Congress. He was influential in mustering support for legislation for members of our Organization and rail workers generally.

Brother Sam was known for his dedication to the labor movement in general and especially to our Brotherhood. He was well versed in the principles of unionism and kept up his interest in the affairs of labor following his retirement. After his retirement, he was called on by Grand Lodge to assist in legislative campaigns in Washington. The Brotherhood has lost a loyal supporter in Brother Howard's passing and the labor movement has lost one of its firmest believers in the principles on which it is based.

He is survived by his son, Brother R. C. Howard, former Editor and Manager of *The Signalman's Journal* and presently secretary-treasurer of the Newspaper *LABOR*; another son John R. Howard; a daughter, Mrs. Naomi Anderson; a son William Gunst; three brothers and a sister, to whom his many friends and members of our Brotherhood extend sincere sympathy.

ED.

Lewis P. Hockok, member of Local 212, New York Central-Lines West, passed away suddenly at his home January 12. He was 61.

Brother Hockok, better known as Lewie, started to work for the New York Central in 1923, working in various positions on the Western Division. At the time of his passing he was a signal inspector.

He is survived by his widow, Lucille, two sons and four grandchildren, to

whom the officers and members of Local 212 extend their deepest sympathy.
A. C. HITT

G. F. Craig, retired member of Local 55, Norfolk & Western Railroad, passed away recently. He was 80.

Brother Craig was employed as a signal maintainer at Lafayette, Ind. at the time of his retirement on September 28, 1951, after completing 31 years of service.

The officers and members of Local 55 extend their deepest sympathy to the surviving members of his family.
J. F. POUNDSTONE

Thomas J. Rogers, member of Local 135, Chesapeake & Ohio Railway, passed away December 11, 1966. He was 60.

The officers and members of Local 135 express their deepest sympathy to the surviving members of his family.
H. PARKER

John L. O'Neil, retired member of Local 151, Lehigh Valley Railroad, passed away April 24, 1966. He was 81.

Brother O'Neil was born in Mumford, N. Y. and started work as a lampman at the age of 16. He soon advanced to assistant signal maintainer and to signal maintainer in 1912. He filled many assignments on the Buffalo Division and served as foreman from 1924 to 1928 when he returned to Caledonia, N. Y. as signal maintainer, the position he held until his retirement in 1956.

He was a loyal member of our Brotherhood and continued his interest in our Local after his retirement.

Survivors include his wife to whom the officers and members of Local 151 extend their deepest sympathy.
R. C. ANDERSON

Marion H. Young, member of Local 135, Chesapeake & Ohio Railway, passed away January 24 while at work. He was 68.

"Bear," as we all knew him, died of a heart attack while checking over his switches at "OB" Tower in Covington. He had been employed by the C&O for over 50 years, many of them as signal maintainer at "OB."

Bear served Local 135 in many offices and was a faithful and devoted member of our Brotherhood.

The officers and members of Local 135 extend deepest sympathy to his widow and daughter. H. H. PARKER

John W. Hibbard, retired member of Local 151, Lehigh Valley Railroad, passed away June 25, 1966. He was 79.

Brother Hibbard started work in the Signal Department of the Lehigh Valley Railroad in 1911. He filled many assignments and served as supervisor of the Auburn Division from 1937 until it was consolidated into the Buffalo Division. He then returned to Geneva, N. Y. as leading maintainer. In 1939 he became foreman, a position he held until his retirement in 1953.

He was active in civic affairs and was a member of Ark Lodge F.&A.M.

He is survived by his wife, one son and one daughter to whom the officers and members of Local 151 extend their deepest sympathy. R. C. ANDERSON

A. O. Hicks, retired member of Local 104, San Joaquin Division of the Southern Pacific Railroad, passed away recently.

Brother Hicks had been retired since July 29, 1960.

The officers and members of Local 104 extend their deepest sympathy to the surviving members of his family.
F. R. SMELZER

Leo J. Schram, member of Local 104, Los Angeles Division of the Southern Pacific Railroad, passed away December 27, 1966 at our Southern Pacific Memorial Hospital after a short illness.

Brother Schram was coderman at Beaumont, Cal. at the time of his death.

A very faithful Brotherhood member of long standing, Brother Leo will be missed very much at our meetings for many problems that came up were very sensibly met and discussed with the help of Brother Schram.

The officers and members of Local 104 extend their deepest sympathy to the surviving members of his family.
F. R. SMELZER

George Nicholls, retired member of Local 170, Pittsburgh and Lake Erie Railroad, passed away January 18. He was 80.

Brother Nicholls was employed as a signal maintainer at Edinburg, Pa. at the time of his retirement during January 1947, after completing over 34 years of service.

He is survived by his wife, Elizabeth; one daughter and one son. ED.

Wm. G. Browne, retired member of Local 104, Los Angeles Division of the Southern Pacific Railroad, passed away recently. He was 75.

Brother Browne was assistant signalman at Dayton Ave. Interlocking Plant in Los Angeles for many years and helped quite a few signalmen over the rough spots. He was a long time and faithful member of our Brotherhood.

The officers and members of Local 104 extend their deepest sympathy to the surviving members of his family.
F. R. SMELZER

Norwood "Rusty" Raff, retired member of Local 197, Norfolk and Western Railway, passed away January 11. He was 73.

Brother Raff started in 1937 in the Electrical Dept. of the Wheeling and Lake Erie Railroad, later merging with the Nickel Plate and then into the Norfolk and Western System.

He was a charter member of Local 197 and at the time of his retirement in 1957, was maintainer at Brewster, Ohio.

The officers and members of Local 197 extend their deepest sympathy to the surviving members of his family.
L. E. GEIS

Edward L. McClusky, member of Local 10, New York Central Railroad, passed away suddenly November 21, 1966. He was 53.

Mac, as he was known to his many friends, first entered service in February 1944. Prior to being a signal maintainer test at Oak Harbor, Ohio, he held various positions from helper to foreman.

A veteran of World War II, he is survived by his wife and son to whom the officers and members of Local 10 extend their deepest sympathy.
W. MAHAFFEY

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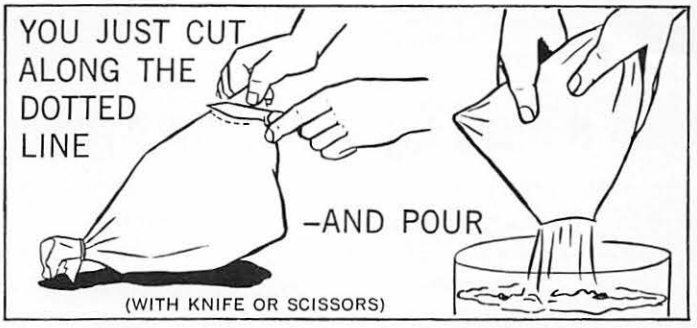

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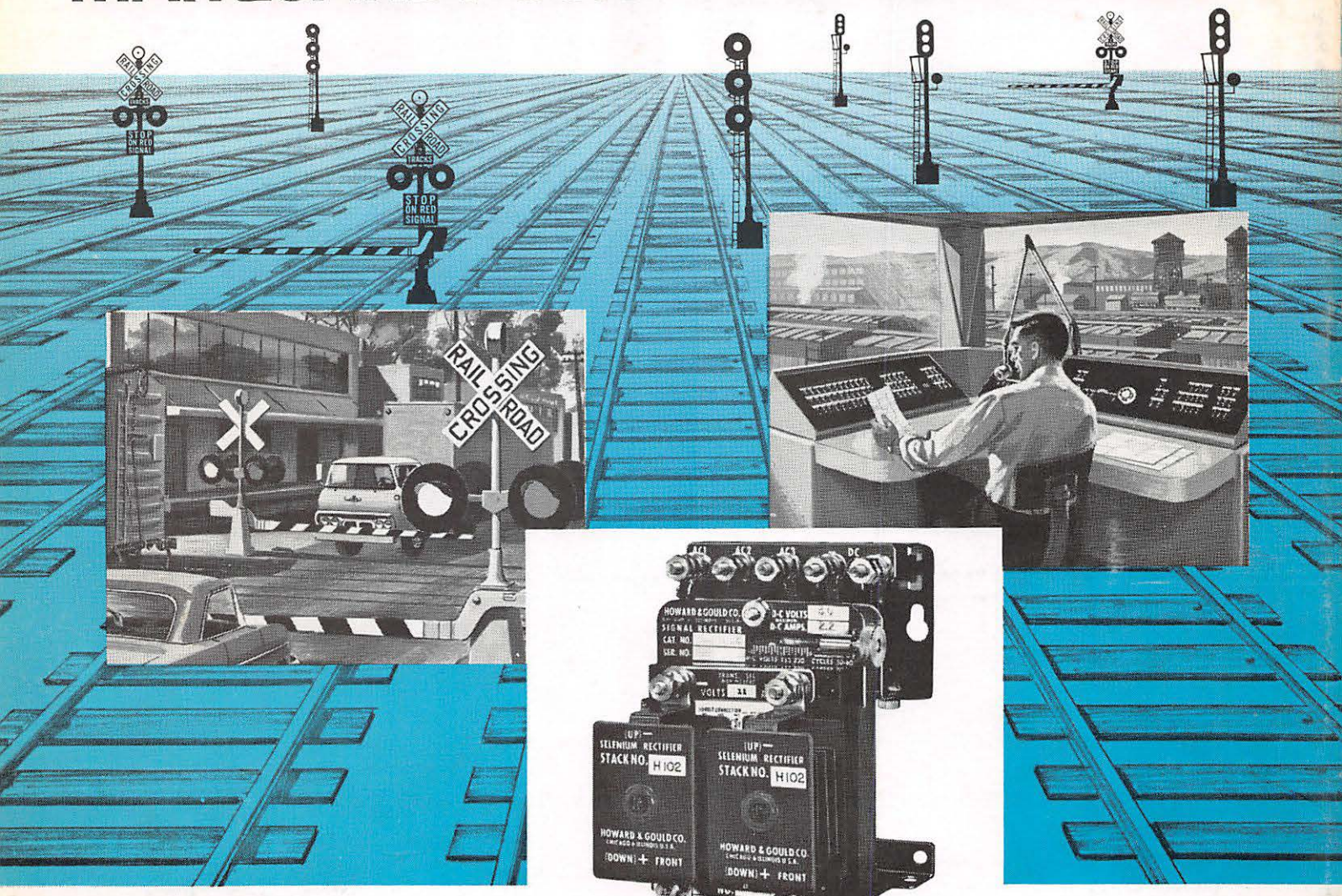

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